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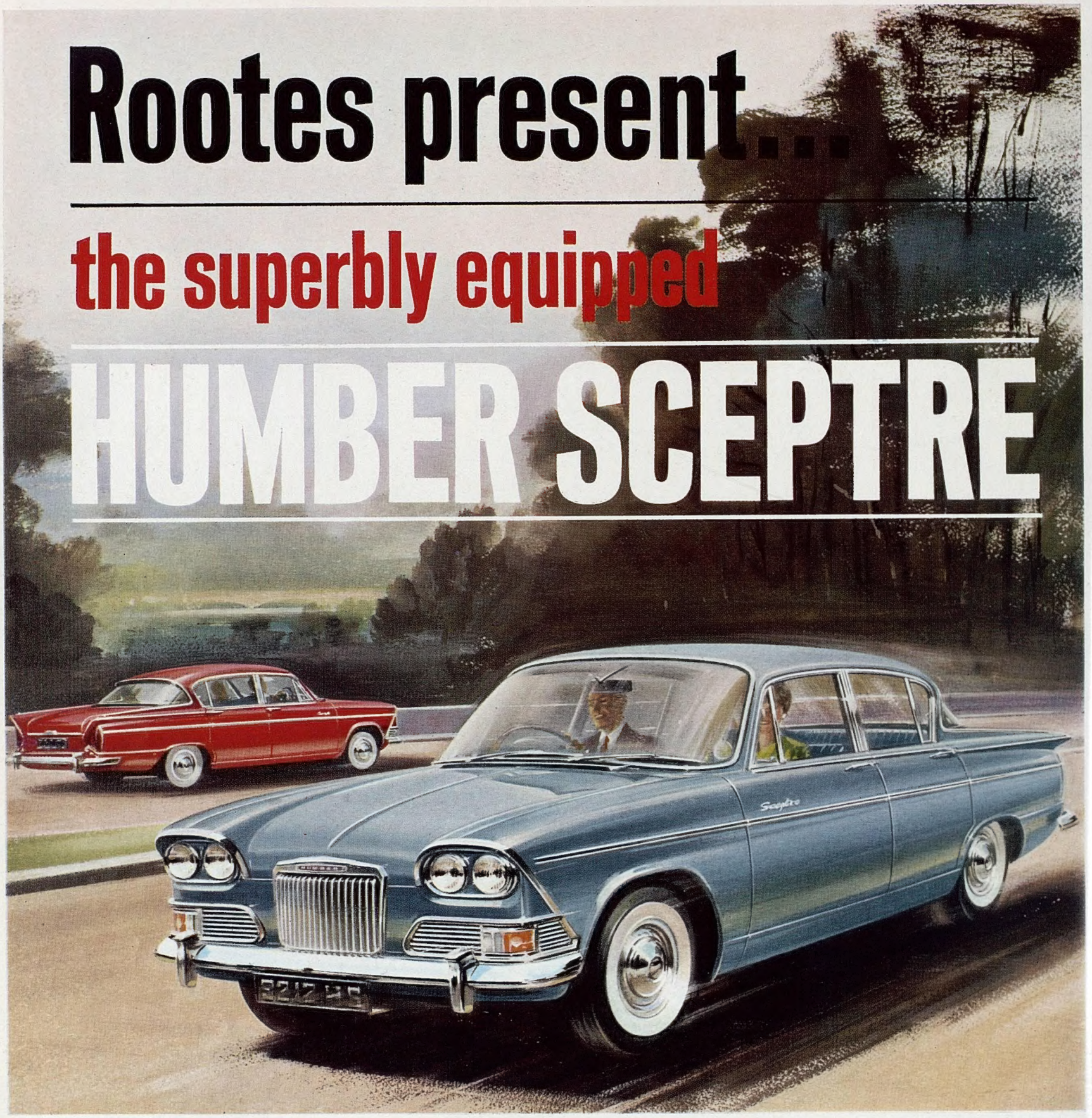

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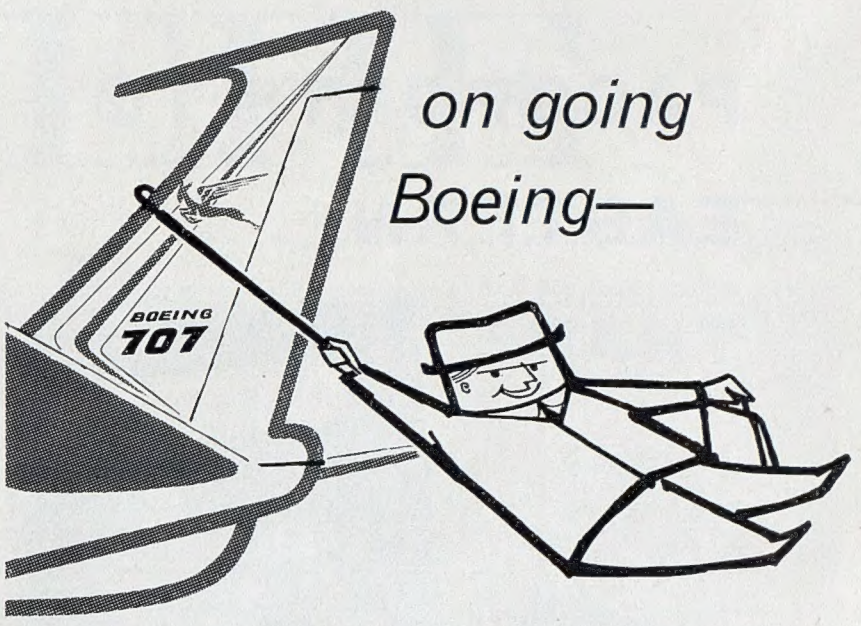

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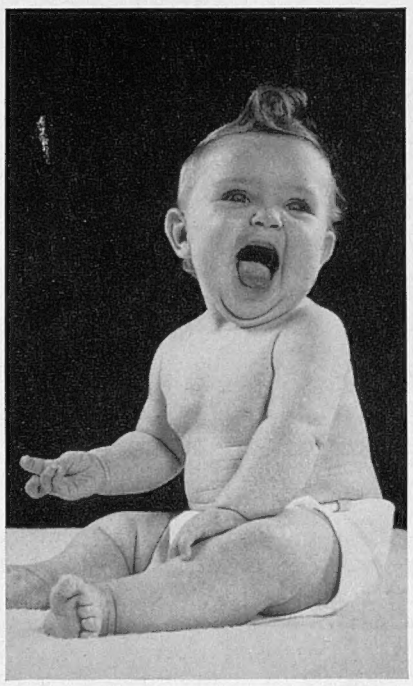

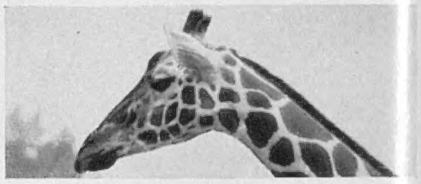

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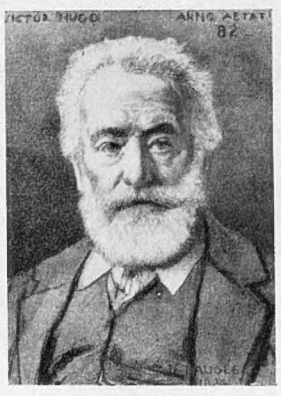

Volume CCLII No. 3268 LONDON, January 19, 1963

THE SPHERE

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WAR BY HELICOPTER

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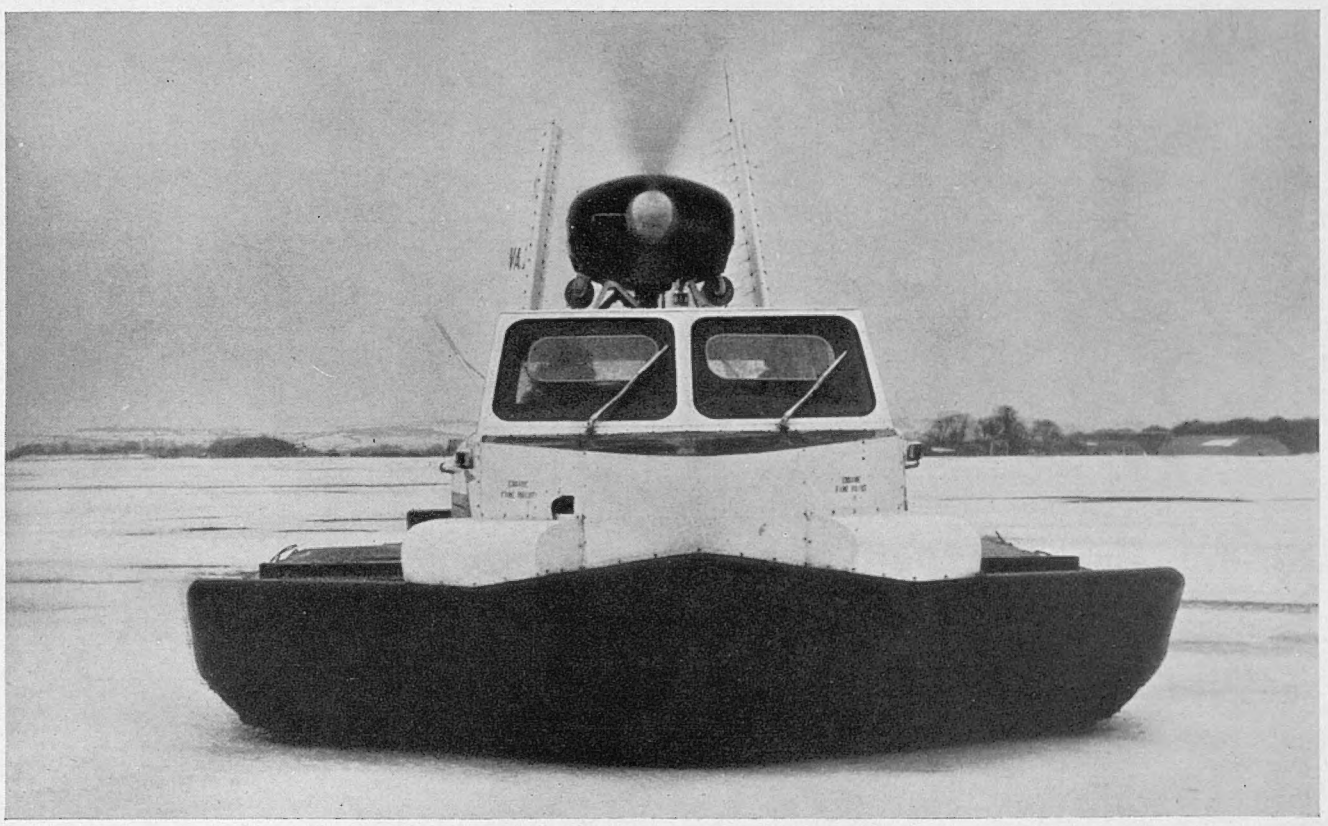
An American turbine-engined helicopter tries to rescue another helicopter after it had been shot down in a paddy field during the bitter battle at Ap Bac between South Vietnamese troops of President Diem and Communist Vietcong guerrillas. Sixty U.S. helicopters, in four waves, were used to carry 400 troops of the crack Seventh Vietnamese Division into a set-piece battle in early January against Vietcong entrenched in a village near Saigon. Five helicopters were shot down in a major defeat of the national Army. President Kennedy ordered an inquiry into the disaster. Main reasons for the U.S. State Department's grave concern were that (1) doubts were cast on the efficacy of the tactics in using helicopters to launch troops into action against Communist guerrillas in entrenched positions and (2) the apparent inability of the Vietnamese regular troops to defeat the enemy in a battle of their choosing and with superior numbers. But U.S. authorities hastened to put the setback in perspective by pointing out that it was estimated that in 1962 Vietcong guerrillas had suffered three times as many casualties as Government forces

AN R.A.F. HELICOPTER HELPS IN A MERCY MISSION FOR EXMOOR SHEEP

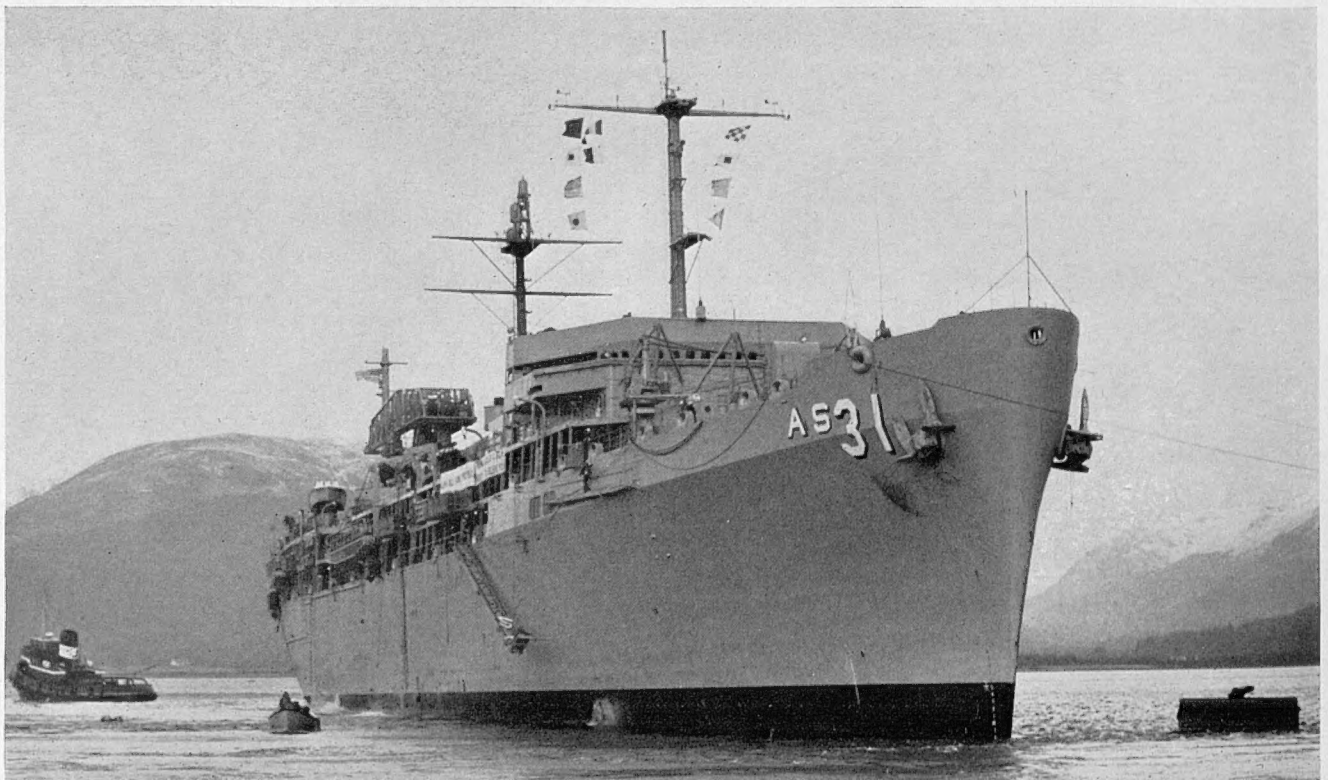
An R.A.F. rescue helicopter from Chivenor takes off from a field just outside the village of Exford, near Minehead, in West Somerset, on a mission to drop hay to sheep cut off and starving on Exmoor. Round the tractor which brought the hay supplies are the villagers who loaded the helicopter. On the first run the village postman, who knows every track in the district, assisted the pilot in locating the sheep. On Dartmoor there were reports that foxes had been burrowing down into the snow and eating sheep alive. Police in the New Forest area of Hampshire gave warning that wild ponies might attack passers-by carrying food. Last week there seemed to be no sign that the cold spell which had been gripping Britain since Christmas was lessening, although the snow was slowly disappearing by the unusual process of " sublimation," becoming vapour without any intervening period of slush



A HOVERCRAFT SURMOUNTS THE PROBLEMS OF TRAVELLING ON SNOW AND ICE

The Vickers VA-2 Hovercraft moves over snow and ice during trials at the Joint Services Hovercraft Development Unit at Lee-on-Solent in Hampshire. Six runs were made during the tests last week over packed snow and ice which varied in depth from 3 to 6 inches with drifts up to 18 inches deep. According to the manufacturers, Vickers-Armstrongs, these first snow trials proved that the Hovercraft can operate in winter conditions which are impossible for conventional vehicles. Two retractable wheels have been fitted to the VA-2 to assist it at low speeds. The results are of importance because of the chance hovercraft may be used in areas such as northern Canada

NEW U.S. POLARIS TENDER IN HOLY LOCH



The U.S. Navy's latest submarine depot ship, *Hunley*, arrives in Holy Loch, Scotland, to relieve *Proteus* as the mother ship of the U.S. Polaris submarines based in European waters. She was greeted last week by formal American celebrations and by a small band of " ban-the-bomb " demonstrators. It was expected that *Proteus* would leave for home in about two months' time. Displacing 18,300 tons fully loaded, *Hunley* was commissioned in June last year. She has a complement of over a thousand and accommodation for 30 officers and 270 men from the submarines. *Hunley* is the U.S. Navy's largest tender and has elaborate equipment to load and unload missiles from submarines

THE NEWS IN PICTURES

ON THE BORDER BETWEEN THE TWO KOREAS

American soldiers maintain a vigil along the demilitarised zone that separates Communist North Korea and the Republic of South Korea. Recently there has been tension on the frontier (established in 1953) after a grenade attack on a United Nations Command Observation Post. In South Korea the ban on political activities was lifted on New Year's Day as a preliminary to April's elections. The country has been ruled by a military junta since May 1961

A COMET FOR KUWAIT AIRWAYS

Below right: At De Havilland's factory at Hatfield, the first Comet jet airliner for Kuwait Airways is formally handed over. From left are Mr. Nisf Al Yusuf Al Nisf, chairman of the airline; Sheikh Salim Al Sabah, the Heir-Apparent of Kuwait; and Sir Aubrey Burke, deputy Managing Director of the Hawker Siddeley Group and Chairman of De Havilland. The Comet 4C was ordered last year for service on routes within the Middle East and to India and Pakistan, pending the delivery of two Trident 1Es (during 1965) and of three BAC One-Elevens

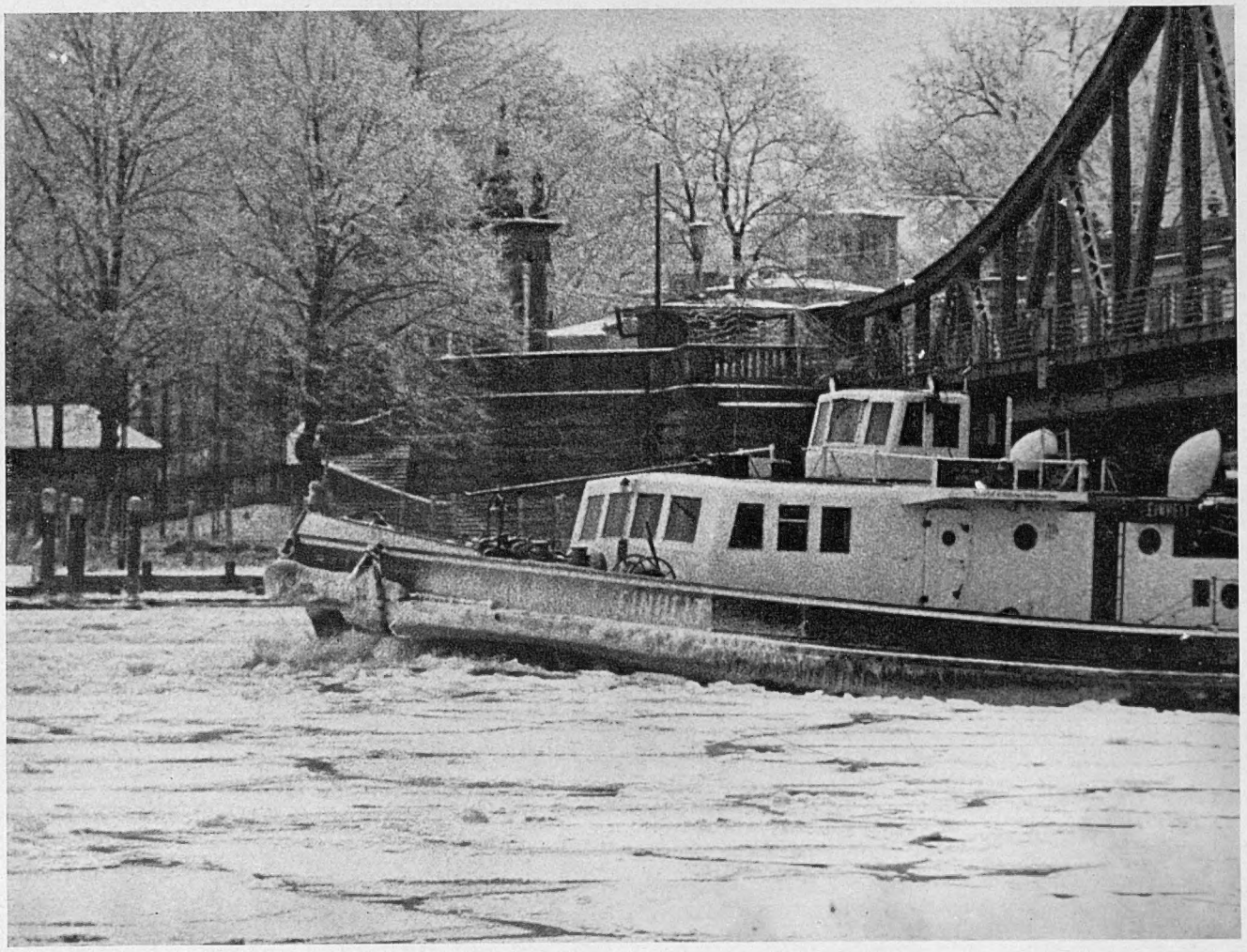
A PEACE MISSION TO PEKIN

Far right: Mrs. Bandaranaike, the Prime Minister of Ceylon, and Mr. Chou En-lai (left) the Prime Minister of China, meet in Pekin. The former was in the Chinese capital to put forward the plan for a peaceful settlement of the Sino-Indian border dispute proposed by six neutral states—Burma, Cambodia, Ceylon, Ghana, Indonesia and the U.A.R. Last week Mrs. Bandaranaike arrived in New Delhi to expound the plan to the Indian government. She said China accepted the substance of the proposals

GIOCONDA SMILES IN WASHINGTON

Standing below the "Mona Lisa" in the National Gallery in Washington are President Kennedy; Madame Malraux; M. Malraux, French Minister of Culture; Mrs. Kennedy and Vice-President Lyndon Johnson. The President had just unveiled Da Vinci's masterpiece which had been sent from France on loan for three weeks. Some 2,000 guests were packed into the long, narrow hall for the opening ceremony. In the course of a good-humoured speech Mr. Kennedy said: "In view of the recent meeting in Nassau I want to say this painting has been kept under careful French control and sent along with its own commander-in-chief." This was a reference to the presence of M. Malraux. The President announced that "America will continue to press ahead to develop an independent artistic force of our own"

THE NEWS IN PICTURES



THE BITTERLY COLD WEATHER AFFECTS BERLIN

An East German ice-breaker ploughs along the River Havel, which marks part of the boundary between East Germany and West Berlin. It was reported that the vessel was being used to break up the ice to prevent refugees fleeing from East Germany across the frozen river. Berlin, like much of Europe, was in the grip of the severe cold spell which had brought arctic conditions to Britain. Some snow fell in the Mediterranean and conditions along the coast from Dunkirk to the Belgian border were described as "Siberian." Last weekend Russian authorities said that temperatures in Queen Maud Land, in the Antarctic, were about 4 deg. C. In the same period in London temperatures had fallen at night to—3 deg. C

THE POWER PAY DISPUTE

Below right: Representatives of the unions concerned in the power pay dispute are seen in London after meeting to decide whether to authorise a work-to-rule campaign in support of a wage increase. Last week the five unions involved postponed making a decision, and it was announced that informal talks between the Electricity Council and union representatives were to be held. In the meantime the unofficial work-to-rule continued at many power stations. This action exacerbated the strain on electricity supply caused by the weather. London and the Home Counties were particularly hit by power cuts

FLOOD VICTIMS IN MOROCCO

Far right: Peasant families huddle together in heavy rain as they are forced to leave their homes in Sidi-Slimane in Western Morocco after extensive floods. It was reported last weekend that, after weeks of gales and storms, virtually the whole of western Morocco had been affected by flooding, rendering over 30,000 people homeless. The League of Red Cross Societies launched a wide-scale appeal on behalf of the victims

THE PRINCE OF WALES LEARNS TO SKI

The Prince of Wales takes one of his first lessons in ski-ing while on a private holiday near Tarasp, Switzerland, staying with Prince Ludwig of Hesse. After crowds had followed Prince Charles on his first day of ski-ing lessons, he had other lessons in the private grounds of Prince Ludwig's estate. He also went for a long sleigh ride and took photographs of the scenery

THE FRANCE-SCOTLAND RUGBY INTERNATIONAL

Far right: In the International Rugby match between France and Scotland, played at the Colombes stadium in Paris, J-P. Saux (centre) and other French forwards break away from a lineout. Although Scotland were 6—0 down at half-time, in the second half, with the strong wind behind them, they overhauled the French in the closing minutes of the game to win by 11—6

NEWS SUMMARY

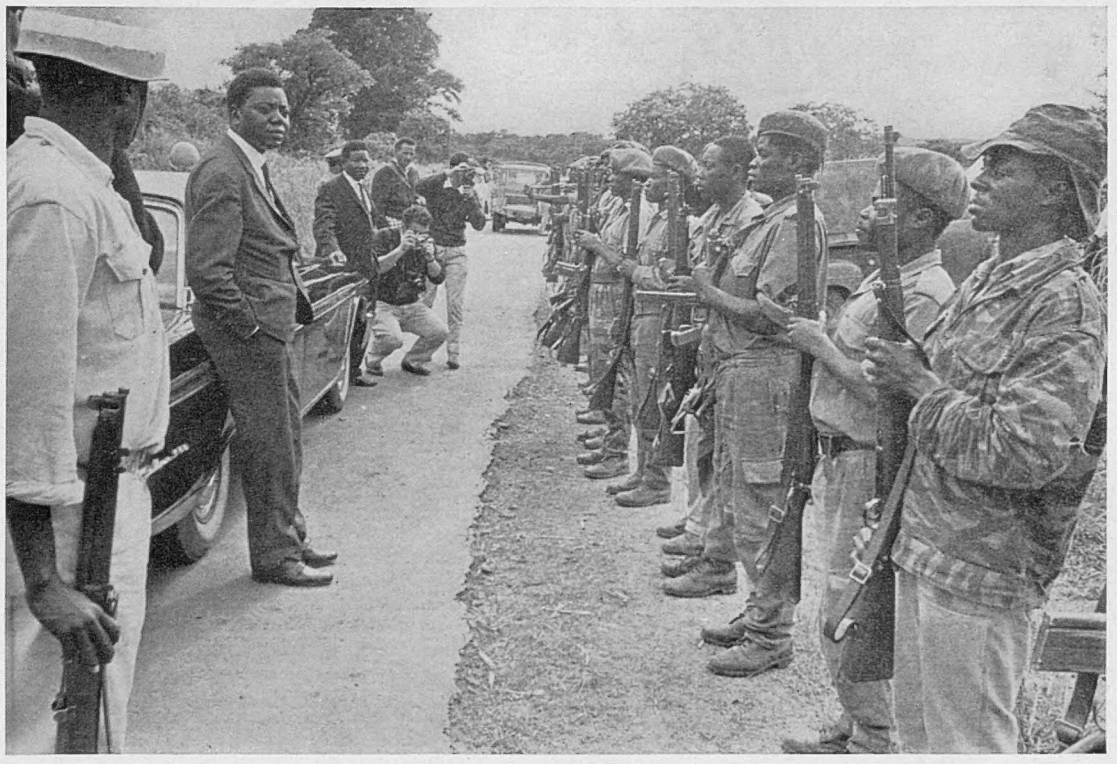
New test ban talks between the U.S.A. and Russia; a war of nerves in Katanga; President Olympio of Togo is murdered; burning issues in Britain; the vital round of EEC talks

INTERNATIONAL

A new series of bilateral talks between the U.S.A. and the Soviet Union began in **Washington** on Monday. Any optimism that existed about the talks centred on the possibility that Mr. Forster, the Director of the Disarmament Agency, representing the U.S., would receive some indication from Mr. Tsarapkin, the chief Soviet test-ban negotiator, that Russia would permit some kind of on-site inspection on Soviet soil. There were informal Soviet-American talks on the subject of a test ban in **New York** last week.

Among delegates arriving in **East Berlin** last weekend for the East German Communist Party Congress, due to begin this week, were Mr. Khrushchev, Mr. Gomulka, the Polish leader, and Mr. Tszedenbal, representing Outer Mongolia. Mr. Wu Hsiu-Chan headed the Chinese delegation.

After a meeting in **New Delhi** with representatives of the six neutral nations which met at **Colombo** last month, Mr. Nehru said that the proposals would be placed before parliament this week. It was reported that, in the light of India's insistence that China withdraw to the line of September 8, the Indian Prime Minister's reaction to the Colombo proposals was favourable. These had already had a "positive response" in **Pekin.** (See also picture on page 85.)



M. Tshombe leans on his car as Katangese gendarmes form a guard of honour during his drive to Mokambo several miles in advance of a U.N. column

CONGO

Early this week the successful conclusion of the latest U.N. action in Katanga still seemed to hinge on whether the town of **Kolwezi** could be captured peacefully by the U.N. forces. It was in Kolwezi that M. Tshombe, President of the break-away province, was reported to have prepared his last ditch with his ministers and the core of his army. They claimed that the Delcommune Dam to the north of Kolwezi and the power stations attached to it had been mined, and would be destroyed if the U.N. attacked Kolwezi.

During last week M. Tshombe returned suddenly to **Elisabethville** and, after issuing contradictory statements, agreed to pave the way for a U.N. advance to the two strategic centres of **Mokambo** and **Sakania** by driving a few miles in advance of a U.N. column. He then returned to Elisabethville, and was on the point of being persuaded to sign a guarantee of freedom of U.N. movement in Katanga, when he left again for a meeting with his ministers at **Ndola,** in Northern Rhodesia. Latest reports indicated that he had returned to Kolwezi, on which the U.N. were continuing cautiously to advance.

Among the side effects of this war of nerves was the demand by the Congolese Central Government that Britain and Belgium should agree to withdraw their Elisabethville consuls, for "exceeding their duties." It was uncertain whether this demand would be pressed, particularly after the U.N. had defended the role the consuls had been playing in conciliating M. Tshombe. Reports from **Leopoldville** suggested that substantial agreement had been reached between the Congolese Central Government and the Union Minière on the division of revenue, to be signed should the U.N. take Kolwezi peacefully.

TOGO

M. Sylvanus Olympio, President of the Republic of Togo, in West Africa, was assassinated last Sunday at the gate of the American Embassy in **Lomé**, where it was believed he was trying to take refuge after a military *coup d'état*. Most of his ministers were arrested, and an insurrectionist committee of nine representing all Togo's military and police forces, under M. Emmanuel Gbodjovi, declared a state of emergency. The insurgents were reported to have called upon two exiles, M. Meatchi, in Ghana, and M. Grunitsky, in Dahomey, to return and form a Government. Some commentators expected that the coup would be followed by an improvement in relations with President Nkrumah's Ghana. Recently there have been hostile exchanges between the two countries.

GREAT BRITAIN

Six federations of trades councils in the North, at a meeting last weekend in **Darlington,** announced they were to sponsor a mass lobby of Parliament on March 26 to draw attention to unemployment. Last Saturday nearly 1,000 Young Socialists staged a march through central London in protest against the rising unemployment. Earlier, Mr. Macmillan announced he had appointed Lord Hailsham as Minister with special responsibility for the problems in the North East. (See the second of two articles on the North East by THE SPHERE industrial correspondent on pp. 109 to 111.)

An interim report published by the National Union of Teachers, giving the results of a questionnaire sent to heads of the 30,000 schools in England and Wales last year, is likely to be one of the opening broadsides in a massive campaign on the deficiencies of the school system. Sir Ronald Gould, general secretary of the N.U.T., said that the replies to the questionnaire showed that 60 per cent. of the heads of primary schools were not satisfied with their establishments. This week a Campaign for Education was launched in London, supported by over 40 national organisations.

Discussions in Washington were held between British experts, led by Sir Solly Zuckerman, Scientific Adviser to the Ministry of Defence, and U.S. officials from the Pentagon, on the technical aspects of implementing the Nassau decision that Britain should have Polaris submarines. Mr. Profumo, the Secretary of State for War, on returning last weekend from the U.S., was confident that everything would be done to get Polaris into service as quickly as possible.

EEC

On Monday of this week Mr. Edward Heath, Britain's chief negotiator, and the ministers of the six Common Market countries, began in **Brussels** a final round of negotiations for British entry into the Community. The discussions were expected to continue for about three weeks. It was widely held in official circles in London that uncertainty over Britain's entry into the EEC was a factor in the present economic stagnation. Before leaving Mr. Heath said that the matters still to be settled were small in number but of "very great importance."

In **Rome** Signor La Malfa, Italian Minister for the Budget, proposed that France and West Germany should raise with the British Government the opening of political talks on European unity, to run parallel to the economic negotiations in Brussels. Italy is known to be strongly in favour of British entry to the EEC. Mr. Macmillan is due to visit Italy later this month.

U.S.A.

At noon on Monday in **Washington** President Kennedy delivered to the 88th Congress his third report on the State of the Union. The previous week had seen the opening of the new session of Congress, and what was described as an important victory for the President in the battle for control of the House Rules Committee. The House of Representatives voted by a majority of 39 votes to continue the committee at 15 members, instead of enlarging it to enable the coalition of Republicans and Southern Democrats to control the committee.

Ethiopian troops of the U.N. force in the Congo move off the road into the bush during a push towards the border town of Sakania

THE U.N. IN ARMS

Decisive days in Katanga fo the world organisation

Dr. Bunche considers a reporter's question

Jadotville's police chief greets Brigadier Noronha

Europeans and Katangese queue for bread in the centre of Elisabethville, Katanga's capital

Shopping for vegetables from the stalls in the

M. Tshombe waves to crowds as he walks down one of Elisabethville's broad avenues when he returned to the capital after ten days absence

market in Elisabethville

Ethiopian troops of the United Nations force take a meal break for spaghetti during a patrol

JOHN CONNELL

RISKS IN THE YEMEN

The belated opening up of a country to that welter of forces which we still lightheartedly describe as progress, is always a dangerous process. The past century is strewn with examples which support this generalisation of mine, from Commodore Perry's irruption into the ancient, formidable peace of Japan and the Italians' ill-fated venture into Ethiopia to the recent Chinese destruction of Tibet's long-preserved inviolacy.

The Yemen is a by no means negligible addition to the list. When the rebellion began in Sanaa last autumn an Israeli friend of mine, who is a percipient observer of the contemporary politico-strategic scene, remarked that this was the biggest happening in the Middle East since Suez. The subsequent course of events has thoroughly justified this comment.

Until lately, under the fiercely vigilant regime of the old Imam, the Yemen was one of the last of the world's " forbidden lands." (In parenthesis, but not irrelevantly, isn't there a quaintly dated, Rider Haggard and Goon Show flavour about that phrase?) The Imam's rule was personal, arbitrary and intensely xenophobic; punishments for violations of the strictest precepts of Islam were summary and not subject to appeal; communications in the country and with the outside

Dr. Baidani (bearded), Vice-President and Foreign Minister of the Yemen Republic, with Mr. Robert Stockey, U.S. Chargé d'Affaires in Sanaa

world were primitive and minimal; the protracted effort of extracting the many thousands of Yemeni Jews, and transporting them to Israel, was made in an extraordinary atmosphere, furtive and romantic, with tortuous negotiations, inexplicable silences, abrupt gestures of generosity and equally abrupt decisions of the utmost cruelty. Under contemporary world conditions so glaring, so stubborn and so evil an anachronism had little chance of survival, once the predatory interests of external powers coincided—transiently enough—with the internal pressures for revolt.

It was, in the beginning, the old familiar story: the intelligent, the ambitious and the power-hungry went into exile; in Beirut and in Cairo they encountered—as so many others before them had encountered—the whole shoddy, glittering apparatus of " deemockrassie " and anti-colonialism; they acquired all the contemporary hatreds, they learned all the inflammatory patter. The preposterous accession of Yemen to the United Arab Republic, when that perverse and rickety political phenomenon was at its peak of importance, was engineered by and on behalf of Yemeni exiles in Cairo. So was the coup last September which set up the so-called " republican Government " in Sanaa, the capital.

Control of Yemen has long been, for Nasser, an objective of the utmost importance. It would give Egypt—a non-Arab, Arabic-speaking country—a foothold in the peninsula, the Arabian heartland itself; it would give President Nasser a base to extend his operations against King Saud and against Aden, and—as a long-term contingency—a chance of the long left-hook northwards against Jordan and the ultimate enemy, Israel. Though they are wrapped up in anti-colonialist and anti-Zionist jargon, no secret has ever been made of these far-reaching, hazy yet risky ambitions. It is as interesting as familiar that the principal target of attack in Cairo Radio's present barrage of propaganda is Britain.

The reason, of course, is the present situation in Aden; the " liberation " movement is in full swing; the whole cumbrous structure of British strategic command in the Middle East has been transferred piecemeal, from Cyprus; when Kenya has independence—as it is bound to have, within the next 12 months—Aden will be the only " base " left to us between Singapore and Malta, and millions of pounds are being expended there, as previously in Palestine, the Canal Zone, Cyprus, and Kenya itself. The moment of British withdrawal is rapidly approaching. It is to Nasser's advantage to make that withdrawal painful and ignominious as well as costly. But if he can combine this with disrupting the Saudi and Jordanian monarchies, to whose continued existence he is implacably opposed, so much the better. He has therefore a good deal at stake in Yemen.

Since Suez eliminated British influence and authority in the region as a whole, the United States has been moving—on the whole cautiously, and with hesitant, uncertain steps—towards consolidating an over-all " presence " which would fill the rather disagreeable void left by our precipitate and humiliating withdrawal. The State Department, some of the most powerful figures in which are obstinately anti-Israel, has with singular infelicity bestowed its benison on Nasser. The reason for this curious choice of client is, and always has been, the unsubstantiated belief that he and his regime are a bulwark against Communist penetration of the Middle East and Africa.

In fulfilment of this policy the United States gave rapid—far too rapid—diplomatic recognition to the republican " government " set up in Sanaa by the Egyptian-indoctrinated and Egyptian-supported Brigadier Abdullah Al-Sallal. I noticed, by the by, that for some days, a week or a fortnight ago, a number of journalists suddenly promoted him to the rank of Field Marshal, but it turned out to be acting, temporary and unpaid, rather than substantive, and he has reverted—in reports at least—to his previous rather more modest status. Doubtless the baton has merely been put away until the day on which he can announce full and final victory in the bloody civil war.

But will he be granted that victory? Frankly it is my hope and my belief that he won't. I have no particular personal affection or respect for the Zeidi dynasty which, through various complex vicissitudes, ruled the Yemen until last September's coup; but in my opinion it is at least preferable to Sallal's regime, and—outside the few towns—its forces, according to some reports, now control about two-thirds of the country as a whole. That the royalists have achieved this with open and persistent Saudi Arabian assistance is perfectly true; but it is equally true—and far more dangerous—that Sallal is sustained by an Egyptian expeditionary force, estimates of whose size vary between 12,000 and 15,000, equipped with modern artillery, and supported by a sizeable fighter-bomber detachment of the Egyptian Air Force.

The implications of the conflict are numerous, and they bristle with risks, potential and actual. They have already caused considerable perplexity to Britain. Sir Charles Johnston, the Governor of Aden, was last week unexpectedly called to London to confer with Mr. Duncan Sandys, the Commonwealth and Colonial Secretary, who had just returned from a month's sojourn (work, not holiday, it must be pointed out on behalf of this tenacious and industrious politician) in the Caribbean; and the theme of their talks, it was not difficult to realise, was the disturbing impact of the Sallal regime on the plan to merge Aden Colony and the South Arabian Federation. This merger is due to occur on or before March 1; Cairo Radio for months past has been venomously attacking it, and Egyptian and Yemeni agents have been hard at work in Aden stirring up the maximum amount of trouble. However, Britain's difficulties over Aden are small, at present, compared with the United States Administration's embarrassment in respect of the Yemeni civil war as a whole.

It was being admitted, ruefully enough, in Washington last week that the fighting is likely to go on for many months, despite American efforts to mediate in what the State Department has now conceded, is a " complex dispute." President Nasser's need and will to go on pouring men, arms and money into his support of Sallal are very neatly counterbalanced by the Saudi Prince Feisal's will and capacity to sustain the Yemeni royalists in the field. American diplomatic efforts, in Washington, at the U.N., in Cairo, in Beirut and at Riyadh, have been strenuously directed towards bringing about what is officially described as a " disengagement of these outside powers now heavily involved in the struggle over the rulership of a barren and impoverished country." The U.S. Administration hoped, by its recognition of Sallal's regime, to secure a phased withdrawal of the Egyptian forces from the Yemen. They combined this with open military protection of Saudi Arabia from Egyptian aggression, which procured a three-point Saudi plan for settling the conflict inside the Yemen.

But the initiative thus taken has failed. Nasser—as he was bound to do, since both his prestige and his ambitions are so deeply involved—has double-crossed the Americans, and the fighting has intensified. The reason for the failure is (I regret having to say it) extremely obvious: the Americans—not for the first time—are paying the price of their fundamental misjudgment; for Nasser and his regime are not a bastion of stability in the Middle East, but a focus of violence and revolution.

In the Kremlin in Moscow, young guests enjoy fun and games at the children's New Year party which is held there early in January each year. Since the Revolution Christmas has not been officially observed in Russia but the familiar tree comes out for the New Year and Father Christmas appears in the guise of " Father Frost "

PARTY CIRCLES

A lion and lioness search in their snow-covered Whipsnade enclosure for food thrown by their keeper

A tigress at Whipsnade Zoo. She found

A London Newsletter

13-15, JOHN ADAM STREET, W.C.2.

THOUGHTS FROM AN IGLOO. It was ten years before I was born that such wintry conditions were experienced in the South West. That perhaps is an excuse for not being well prepared to meet them again but no excuse at all for being ill-prepared for the pre-blizzard conditions which were quite as bad at the end of last year. Life in an igloo amuses the young a good deal longer than it amuses the old, whose habits are deep-rooted and hard to change. But changed they must be and radically. The old folk grind ever more slowly, and every action they perform daily takes twice as long in igloo life, dressing, shaving, writing, replenishing logs, feeding the livestock, scooping alleyways through frozen drifts; and the slower the performance of daily chores, the longer seem the hours of daylight. Spending more time profitably indoors depends entirely on the temperature inside. I am not lacking in gratitude. We got back from the isolated West Country in the nick of time. A few hours later, I should have been, and should still be, marooned. We got back to a house, only a week before converted to oil central heating and need no longer rely on shovelling anthracite hods, riddling and stoking. It is possible to use one's remaining faculties in a temperature of 60 deg., but no lower. But even so, one is a hostage to fortune. Everything in our house depends entirely on electricity. A two-hour failure of electricity would result in igloo life as the Eskimos know or knew it. We have not even a kettle which would boil on a wood fire. Cooking in all its forms, lighting, heating, washing crockery or bodies—even the comfort of a hot-water bottle in bed—all would be lost and up above the tanks would freeze and burst. At such a time it is not impious or unreasonable to regard the Electricity Board and staffs as the chosen agent of the Deity and to accord them the worship and the faith we owe to the Deity, and never before has such a load of faith and responsibility been laid on a chosen agent.

BESIDE A BRIGHT FIRE. For the rest, if the young snowball and toboggan outside, the old follow, to the best of their ability, Fitzgerald's winter programme. We retire ". . . into an old room beside a bright fire (O pile a bright fire !), and there we sit reading old things. . . ." The books of course must be old and romantical, boyhood favourites; and mine have been tattered schoolroom favourites for the most part; *St. Ives* and *The Master of Ballantrae*, *Rodney Stone*, and that ilk. Another dip into Trollope—*Barchester Towers*; another dip into Hardy, a much harder task, with a resolute attack on *The Return of the Native*—that so fantastic failure to imitate *Wuthering Heights*—and *A Group of Noble Dames* which never fails to please. *The Old Wives' Tale* for its merits and length and *Wives and Daughters*

SIR BRUCE INGRAM

Editor of *The Illustrated London News* for 63 years, Sir Bruce Ingram, O.B.E., M.C., died suddenly on January 8 at the age of 85. The second son of Sir William Ingram, Bt., and grandson of Herbert Ingram, founder of *The Illustrated London News*, he created a record for national journalism by the length of his tenure of the editorship. He took up the post soon after he came down from Trinity College, Oxford, to which he had proceeded from Winchester. During the First World War Captain Ingram, as he became, served with the Royal Garrison Artillery in France and was awarded the M.C., O.B.E. (Military) and mentioned three times in dispatches. Until the very end of his life, Sir Bruce actively directed his paper. He was knighted in 1950 and made an Officer of the Legion of Honour in the same year and an Hon. D.Litt., Oxford, in 1960. He had a wide interest in the Arts and in 1957 gave a unique collection of marine drawings by the two Van de Veldes to the National Maritime Museum, Greenwich. Sir Bruce initiated and presented to the nation the Battle of Britain Roll of Honour in the Royal Air Force Chapel in Westminster Abbey. At the time of his death he was President of Illustrated Newspapers Ltd.

as uncomfortable as did the human beings

Work proceeds on the stern of the world's largest liner, the Cunarder *Queen Elizabeth*, during her annual overhaul in drydock at Southampton. The ship has four propellers and one of them is seen lying in the foreground. It had been removed for the withdrawal and inspection of a tailshaft. She is due to resume sailing on the transatlantic service on January 30. The *Queen Elizabeth*, which displaces 85,000 tons, was launched at Clydebank in September 1938

for the same measure. And two or three of Weyman's for the atmosphere which he could recall of the periods about which he wrote; above all, *Vanity Fair*, the best and the last. All of these—save only *The Native*—I know backwards. But whenever the thermometer drops below 60 deg., familiarity, so far from breeding contempt, is essential. One cannot concentrate on new matters at an indoor temperature under 60 deg. May the chosen agent of Providence faint not nor fail till the igloo naturally melts away. May my faith in electricity be justified by works. And finally, may the farmers of the high moors in the West Country take note of two consecutive warnings and "call their ewes from the knolls" in December every year (when winter may come). For indeed it is heartbreaking to read of the suffering of animals and the intense and devoted labour of thousands of brave men who have strained their hearts for days on end to rescue the improvident and the victims of improvidence. Only the local authorities most familiar with snow conditions in their counties plan to cope with such conditions months in advance.

90 DEGREES IN THE SHADE. By the time this is read the result of the Third Test, at Sydney, should be known. Whatever it may be, the play of the England team in the Second Test, at Melbourne, will always have a place of glory in English cricket records. That victory stimulated interest in the Series still more, heartened our team, justified the confidence of the Earl Marshal and perhaps even slightly reduced the *hubris* of some non-playing commentators who have been apt to treat English cricket somewhat contemptuously. Our team emerged as being no longer a side composed of two stars and nine satellites. If there be one genuine amateur left in the first-class game, he surely is Sheppard who plays cricket only when he can justify taking time off from the serious business of life. Some part of Melbourne's heat-wave glowed along the ether and slightly thawed the walls of my igloo.

"TRUTH OF INTERCOURSE." R. L. Stevenson, in his graceful style, had something to say about "truth of intercourse" (in *Virginibus puerisque*). He concluded that "truth of intercourse is something more difficult than to refrain from open lies. It is possible to avoid falsehood and yet not tell the truth." Alas! it is not only possible, it is all too common—in political life, in advertisement, in business and in family life. I wish we could in this new year get just a little nearer to Truth of Intercourse. But how difficult it is to tell the truth and not suffer for doing so! In answer to Parliamentary questions or in post-conference communiqués, for example, the truth simply will not bear telling. It takes two to speak and hear the truth with profit. To tell the whole truth requires a hearer who guarantees not to take advantage of that rare concession. In advertising and business generally, the truth the whole truth, is simply money thrown away, and in family intercourse also the truth won't bear telling. It implies the break-up of civilised social life. Yet how wonderful it would be if occasionally an answer to a searching Parliamentary question really was a frank answer, even if it admitted failure, or if a Statesman, interviewed on his return from a conference, confessed to even partial failure, if partial failure there was. We are tired and suspicious of such phrases as "fruitful" and "in an atmosphere of cordiality." What a hope for 1963 and Truth of Intercourse! What a hope that the Opposition would accept the truth and make no capital out of it, or that the public would respond to an advertisement that told the whole truth, or that your family circle and mine would not be rent in twain if you and I decided to speak the truth as we see it. I fear we shall continue to the end to avoid sheer falsehood (to the best of our ability) and yet not speak the truth. We cannot rely on our hearers not to make capital out of our virtue—and we never shall.

ATTLEE AT 80. Let me sincerely, if tardily, congratulate Lord Attlee on his eightieth birthday. I daresay no Premier in recent times ever expressed himself so haltingly in speech or showed so much good sense, restraint and consistency in action and decision. An inconspicuous man, of great independence of mind, he distrusts fanatics of all shades and all the tricks of demagogy and mass-suggestion. His greatest virtue is relevance. He always shone as a chairman in cabinet or conference. He knew what he meant and wisely cut the cackle all round. These traits connote courage, too and a wider loyalty or patriotism than is commonly found among statesmen. Perhaps we may apply to him the judgment made on Goldsmith. If he "spoke like poor Poll," his good sense, his relevance, his courage and loyalty have often been angelic.

THE OLD STAGER

ENTERTAINMENT

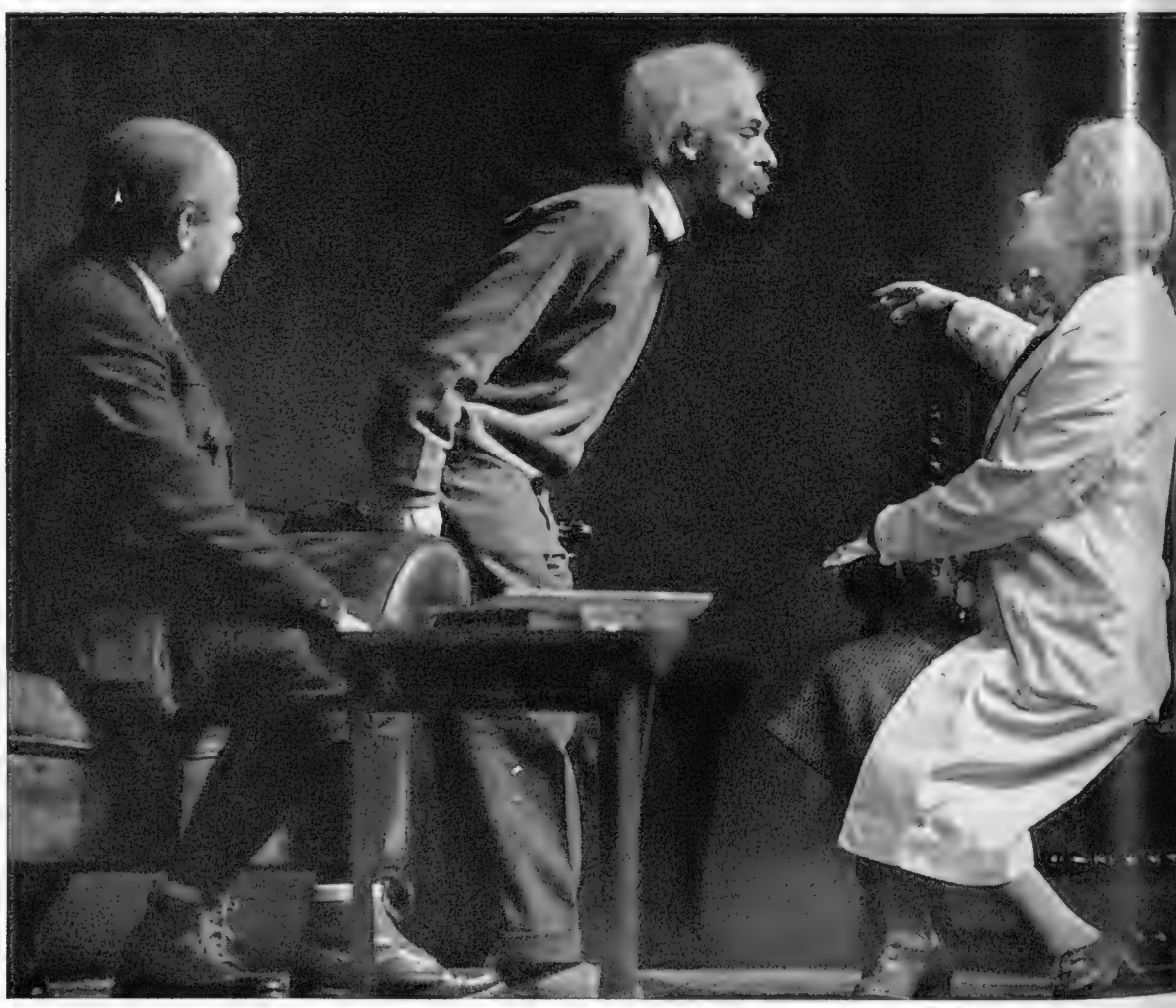
THE PHYSICISTS

at the Aldwych Theatre

Friedrich Dürrenmatt has a reputation which stands very high on the Continent, but only three of his plays have been presented on the London stage. His forte is a mordant expressionism which is more familiar to German audiences than English, but his latest work, given a lovingly authentic production at the Aldwych by Peter Brook, may introduce a much wider London audience to his ideas. *The Physicists* is a black comedy, full of a ferocious dry wit.

Set throughout in the elegant main salon of an expensive Swiss asylum, the play centres round three physicists. At its opening we are presented with one who imagines that he is Newton and another that he is Einstein. Both have murdered their nurses. The initial action is a ponderous police investigation of the second of the murders, full of graveyard humour. There follows the introduction of the third scientist, Möbius, who believes himself under the influence of the ghost of Solomon, and who in turn murders his nurse, and the woman psychiatrist who runs the establishment. In the second half of the play, two of the scientists reveal that they are agents of the East and West out to obtain the world-shaking discoveries of the third, Möbius. But they are thwarted by the psychiatrist, revealed as mad and preparing to exploit the discoveries. Although it may be doubted if the play is a valid indictment of the physicists' dilemma, it achieves a menacing power. Möbius's anguish that "what is thought cannot be un-thought" is a potent theatrical message. **J. W.**

Möbius (Cyril Cusack) takes refuge in madness when visited by his ex-wife (Patience Collier) and Oskar (Michael Burrell)



A doctor (Gordon Honeycombe) examines the dead Nurse Monika (Diana Rigg). **Right:** Ernesti (Alan Webb), with Inspector Voss (Clive Swift) and Doktor Mathilde (Irene Worth)

Beutler (Michael Hordern) with his fellow physicists, and guards (Kenneth Gardnier, Tony Steedman, and Jonathan Holden). **Right:** Beutler and Ernesti reveal they are spies

The psychiatrist—Doktor Mathilde Von Zahnd

Pictures by Reg Wilson

Beutler pretends that he is Sir Isaac Newton

Möbius, the betrayed genius, is left alone behind the bars of the sanatorium

The Voice of the Commonwealth

HONG KONG'S NEW AI

Inside the terminal are the reception counters of the various airlines using Hong Kong's international airport

A new £1,000,000 terminal was opened at Hong Kong's Kai Tak Airport last November. The terminal is the third and final phase of the airport development scheme that has cost the Colony more than £8,750,000. The runway, which was the previous stage in the scheme, was completed in 1958. It is built on reclaimed land and extends 8,350 ft. out into the sea.

The new terminal works on a split-level principle. Arriving passengers are dealt with mainly on the ground floor, and baggage goes underground. The Departure Hall is on the first floor and, like all other departments in the airport, is fitted with closed circuit television and a system of coloured lights which lead passengers to one of the four " fingers " serving the parking bays. Announcements are made through hundreds of loudspeakers which have been let into the ceilings to give a balanced output of sound. Airline offices are on the second floor and share the fourth floor with meteorological and teleprinter sections. The third and fifth floors are occupied by an aerofix centre, instrument rooms, workshops and the approach control centre, where control officers are in touch with pilots of aircraft up to 350 miles or more from Hong Kong. The visitors' waving area outside has accommodation for friends of travellers and sightseers.

Extensive measures have been taken to keep the building as quiet as possible and all doorways facing the aircraft parking apron have been fitted with sound-trap lobbies. Although the terminal has been designed to cope with increasing air traffic, the Department of Civil Aviation believes it will need enlarging within a few years; some extensions are already being constructed.

The new air terminal building of Hong Kong's Kai Tak Airport seen from the aircraft dis ersal terminal is a BOAC Comet jet airliner. Seven storeys high, the airport terminal is the b ggest

The control tower of the new terminal, where the latest equipment is in use

From the approach control centre, operators keep in touch with aircraft up to 350 miles away

Crews and equipment of the airport's fire services

TERMINAL

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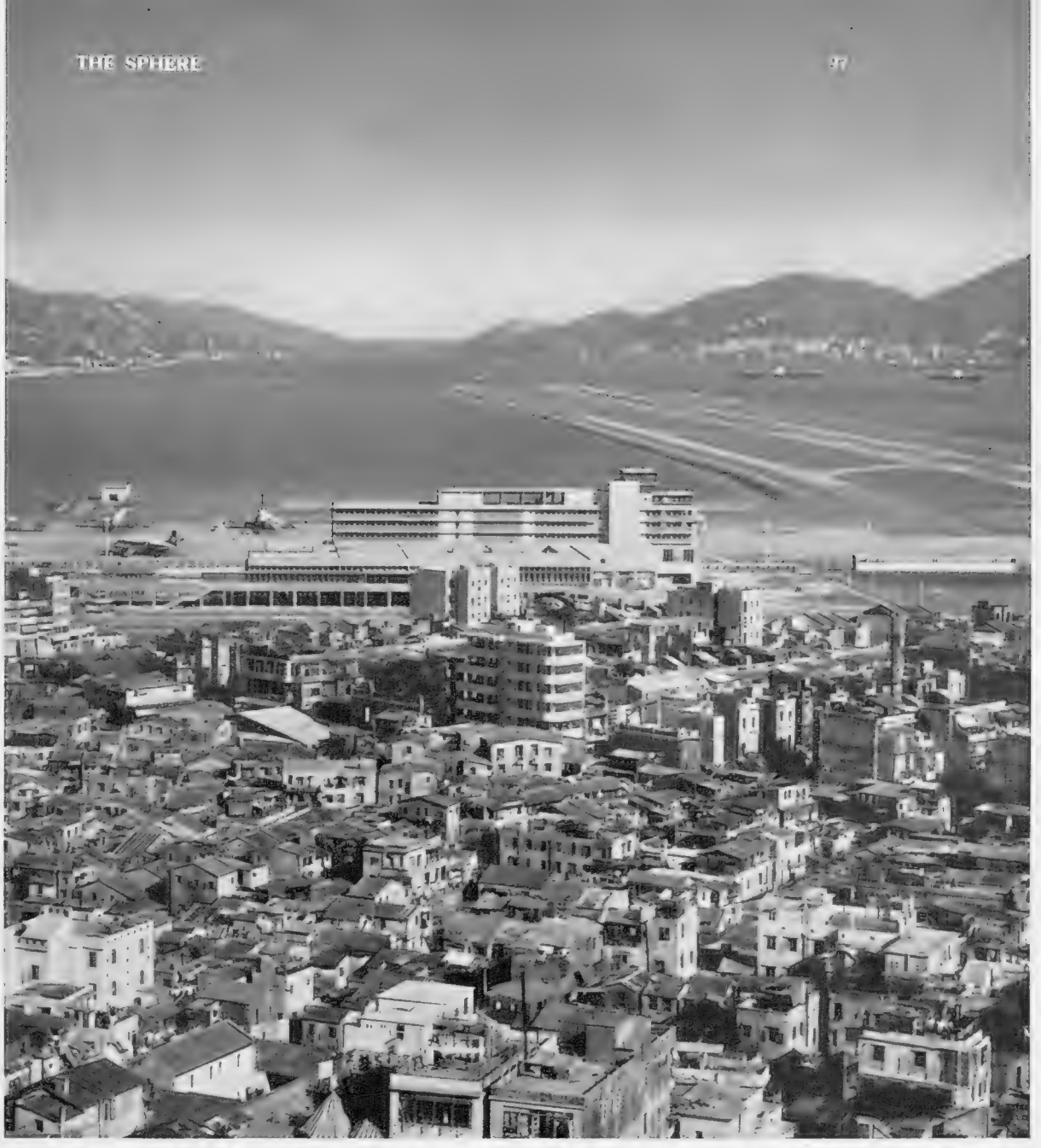
uilding in the Far East



A general view of Kai Tak Airport showing the terminal. The airstrip stretching 8,350 ft. into the sea was completed in 1958. In the foreground are the densely packed buildings of Kowloon City

The parking apron outside the new building. In 1961-62 it was estimated that 569,665 civilian and military passengers used the airport's facilities

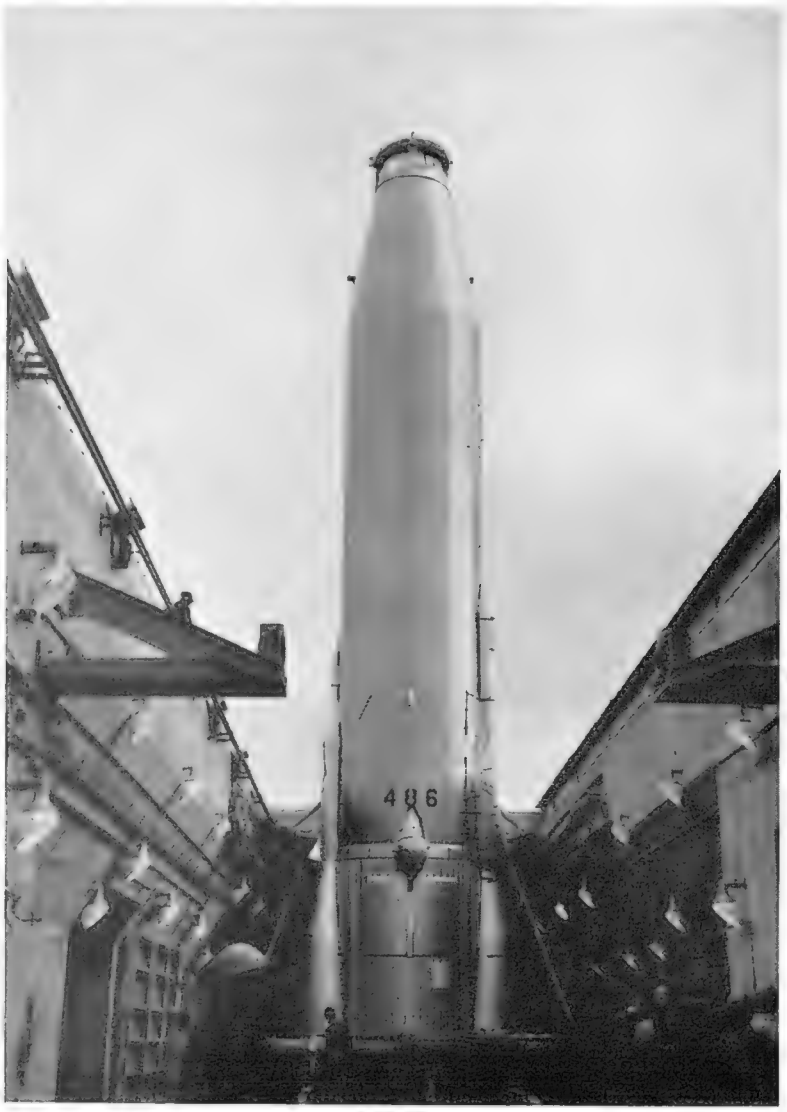
A test firing of a Polaris ballistic missile from the U.S.S. *George Washington*

One of the latest American Polaris submarines, the *John Marshall*

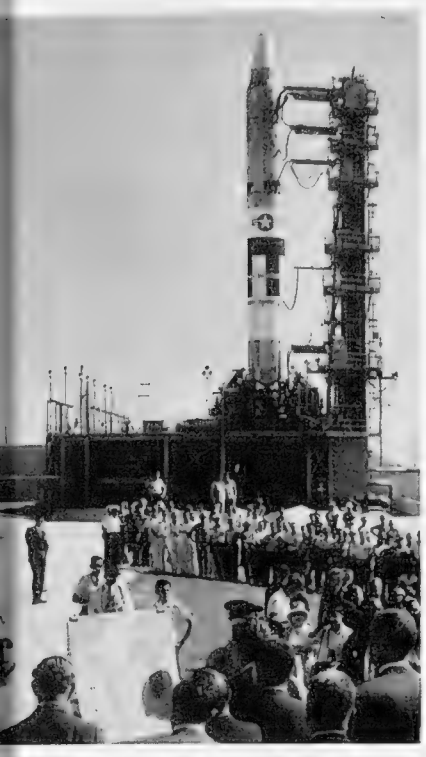
THE DETERRENT MISSILES

President Kennedy's decision to abandon the development of Skybolt, besides its repercussions on both sides of the Atlantic, is a clear pointer to the nature and size of the U.S. nuclear deterrent for the second half of this decade and for the 1970's. An air-launched ballistic missile, with a designed range of 1,000 miles, Skybolt was aimed at prolonging the life of the conventional bomber. Now the United States apparently is concentrating on delivering its nuclear weapons by two methods—purely by ballistic missile or by nuclear-powered submarine and missile. Currently, the U.S. is planning to build a total of 41 submarines armed with Polaris fleet ballistic missiles. They are equipped with 16 missiles each, which can be fired underwater. Polaris is a solid-fuelled two-stage missile, which has gone through several developments. These have raised its range from 1,400 miles towards a planned 2,800.

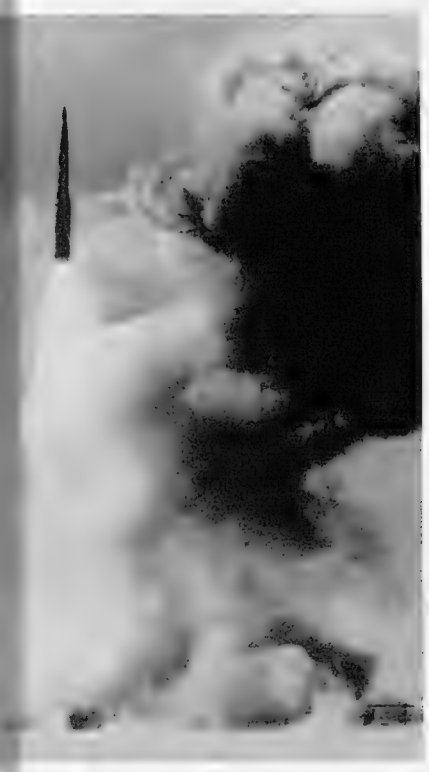
Complementing this force are various kinds of long-range ballistic missiles. Of these the chief is the Atlas ICBM, liquid-fuelled, with a range up to 9,000 miles. The Atlas is operational, deployed on three kinds of sites—above ground launching pads; " coffins," in which the missile lies horizontally; and underground vertical silos. In addition to the Atlas, the other major missile systems are the Titan, Mark 1 of which is also operational, and the solid-fuelled Minuteman of shorter range (about 5,000 miles). Known as the " instant missile," since it only takes 30 seconds to launch, the Minuteman is being placed in underground silos throughout the American Mid-West—an estimated 800 of them at least by 1965. Besides this huge armament of long-range missiles, giving the U.S. a frightening " over-kill " capability, President Kennedy can deploy a wide array of other nuclear-armed missiles, from army support weapons to anti-missile missiles.



On its launching site in Kansas, a huge Atlas ballistic missile is checked before becoming operational. It is stored horizontally and then raised to the vertical for firing

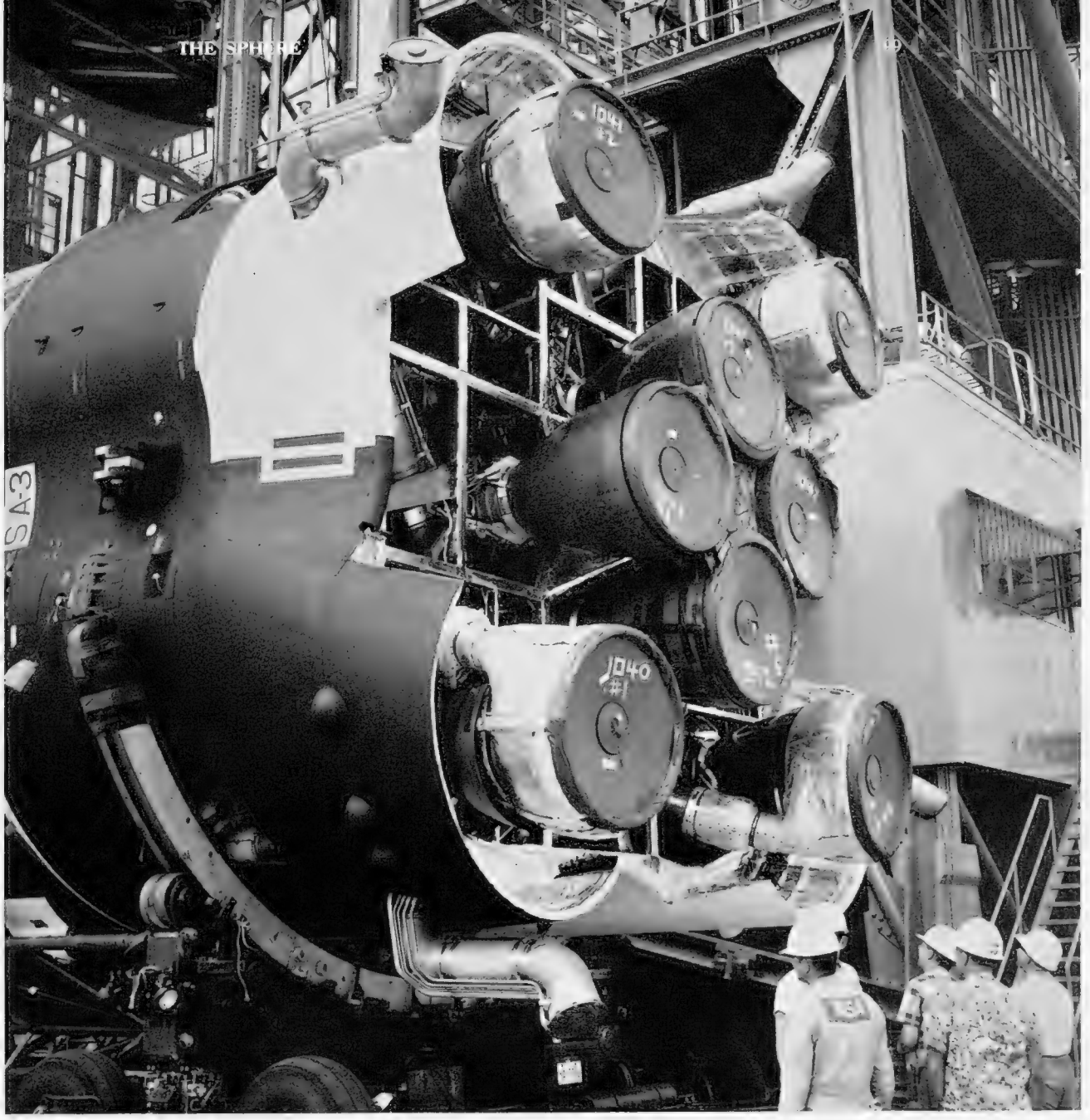


ing a Presidential visit to Cape Canaveral. aunching pad is a Titan II long range missile



Minuteman ICBM from its underground silo

of a Pershing army support missile



Development of huge launching vehicles for putting satellites into space—a rear view of the cluster of eight Rocketdyne engines forming the first stage of the Saturn C-1 launch vehicle. This stage gives a thrust of 1·3 million lb. **Below:** At Complex 34, Cape Canaveral, a Saturn C-1 test model is prepared for countdown on its launching pad

BRIAN VESEY-FITZGERALD

THE RECORD SNOWS IN THE SOUTH

Last October, on this page, I said that all the elderly countrymen in this neighbourhood were convinced that this was going to be an early and hard winter. Once again they have been proved correct: abundantly so. For, if the experts brought to the radio from time to time are to be believed, this winter already exceeds in severity every winter of the past 100 years, save only that of 1881. And even 1881 will, I understand, lose its pre-eminence if the weather we are now enduring continues for much longer.

I have never been much impressed by records. The biggest this, the longest that, leaves me unmoved: after all, a record is only there to be beaten, whether it be frost or the high jump. And 1881 is a bit beyond my time anyway. (It is beyond the *accurate* memory of anyone now living. The snowdrifts of my childhood were enormous, many, many feet high. But, then, I was a very short child. Memory exaggerates measurement: time increases the frost, deepens the snow.) All the same, I do keep a record of what is going on around me and I can assure you that what is going on in the way of weather in this village at the time of writing will provide every one of its adult inhabitants with a fund of conversation to last their lifetimes.

The frost started with us on December 4 (since then there has been only an occasional day when the temperature has risen a degree or so above freezing point) and we had a number of snow showers and one snowfall before Christmas. I should explain that we are keen gardeners and that we have maximum-minimum thermometers, both Fahrenheit and Centigrade, dotted about all over the garden. We are not very good at this conversion business, so we have centigrade thermometers placed alongside the old-fashioned sort; by studying the two we hope to learn in time.

The severe weather started on the 22nd. On that night we had 10 deg. of frost. On 23rd 12 deg., on 24th, 18 deg., on Christmas Day 16 deg. (Christmas was not actually white), on Boxing Day 22 deg., on 27th, 20 deg., and since then the thermometer has never risen above freezing point. The first heavy snowfall was on Boxing night, when we had a level six inches, and this was followed by a further ten inches to a foot on New Year's Eve. This fall came on a high, hard north-east wind and there was very considerable drifting. I find it very difficult to measure the depth of snow in a drift (have you ever tried?) but some of the drifts in the garden are certainly eight feet or more. And, as I write, it is snowing relentlessly on a hard east wind.

Being snowed up—a three-mile walk for the bread and then no bread, sometimes no milk, and so on—is very inconvenient, but for me very interesting. For the cold has brought birds to the garden, and to the bird tables and bird baths (which we now refill many times a day), that I have never seen in the garden before. Perhaps the most surprising of these has been a skylark. There are no skylarks around here. I have to go at least five miles to hear one in summer. It is a measure of the hard weather that this bird of open country should be driven to picking up scraps in a narrow wooded valley, should come to within a few feet of the windows.

There have been a few redwings. Oddly enough, they seem to feel the cold more acutely than do our thrushes and blackbirds. A great flock of fieldfares, perhaps 50 or more and very blue against the snow, has taken over the orchard. Not one of them has come to the tables, as do the redwings, and I cannot think what they find in a snow-covered orchard. But they seem happy enough, and they hold their own very well with the starlings. The snow has driven away our resident pests, the woodpigeons. I have not seen one since Boxing Day; and that perhaps, so far as birds are concerned, is the greatest surprise of all.

How revealing is snow! Fox tracks are everywhere, but that was to be expected, for we have a resident fox population. But badgers? Badgers are commonly supposed to "lie up" in really cold weather, so you would not expect to see badger tracks in really deep snow. But badgers—certainly two, for the tracks are different; one has an injured left front paw—come around every night, their tracks even on the step of the hut in which I work. To find them is a rather humbling experience. Probably, they come night after night and I would never have known but for the snow. I know all the fox earths in the neighbourhood, but I still do not know where these badgers live. When the snow has gone I must really get down to doing some detective work.

The cold weather has brought changes in habits also. More than once in these essays I have remarked on the good manners of our foxes. Although we have an earth on our property, and though this earth overlooks our hens, ducks and geese, these are ignored. No fox has ever paid the least attention to our cats and our cats have never shown any fear of the foxes. Now, our biggest cat—Caesar, a black-and-white neuter, who weighs over 20 lb. and is a notable hunter—has been attacked. He came into the house on the evening of December 28 with a deep wound in his neck and stinking of fox.

But he was quite unperturbed: indeed, he was purring and obviously very pleased with himself. We cleaned him up, and he lay quite still while we did so. But as soon as we had finished he demanded to go out again, his whole attitude saying plainly, "Let me have another go at that so-and-so." The position of the wound showed clearly that he had been taken by surprise and from behind. A cat of Caesar's size and weight would be a handful for even the biggest fox: that fox must have been a very hungry animal indeed. No matter how hungry, I doubt if he will ever attack another cat.

I shall be glad when this weather ends. I look forward to the spring; and the more so because the elderly countrymen around here are already predicting a warm spring. It is a good many years since we have had a really warm "growing" spring and I have the greatest faith in our "ancients." But I have found being snowed up most interesting from the natural history point of view and, inconvenience apart, most amusing from the human. Where, but from an English countryman, would you hear this (said to me only the other day): "God willing, sir, I'll be up to dig'ee out eight o'clock tomorrow. I'll be up by nine anyways." Which puts the Almighty firmly in his place!

Cattle are driven into a van in a lane in the South of England. They were being moved from a field deep in snow to another which was more sheltered

Two aspects of Kent under the snow. **Above:** A farm at Crockam Hill near Edenbridge. **Below:** Tractor and plough attempt to keep the road open after a heavy fall of snow on Well Hill, between Shoreham and Farnborough

Photographs by John Topham

Workmen construct the spectator terraces for the ski-jumping at Berg Isel

Building the apartment blocks for the Olympic Village outside Innsbruck

INNSBRUCK PREPARES FOR 1964 OLYMPICS

Work is in full swing on building the various elaborate facilities needed for the 1964 Winter Olympic Games to be held at Innsbruck in the Austrian Tyrol, not far from the German border. It is hoped to have the projected sites completed in time to carry out trial runs this year. The biggest site is the Ice Stadium in the Tivoli Gardens at Innsbruck. Round the rink will be covered stands for 10,000 spectators. The Olympic Village, on the eastern outskirts of Innsbruck, will consist of eight 11-storey buildings. After the Games these blocks will be converted into flats. Other work is in hand on the various ski, bobsleigh and toboggan runs and on the huge ski-jump.

Preparing the Slalom runs in the Axamer Lizum Valley

Soldiers of the Austrian Army at work on one of the downhill ski runs.
Left: Constructing the bobsleigh run on the Patscherkofel Mountain

TRAVEL

HOLIDAYS IN EUROPE

The first of two articles surveying resorts for a summer holiday

By **GORDON COOPER**

Each year at this time discussion arises in most families on where to take a summer holiday. In this first of two articles I give suggestions for the various countries of Northern Europe. Next week I will cover the Mediterranean lands.

Norway. Considerably less known to British holidaymakers than the fjordlands of western Norway is the province of Telemark, south-west of Oslo. It is a region of mountains and lakes, unspoilt villages and interesting small towns such as Skien (Ibsen's birthplace) and Rjukan, a lively industrial centre under the shadow of south Norway's highest mountain, Gausta. A recommended centre is Bolkesjø Hotel. A specialist agency covering this as well as all other aspects of Norway is Visit Norway Ltd. (1, High Street, Camberley, Surrey).

Finland. Much has been said of Finland's 60,000 lakes, but her 30,000 off-shore islands deserve to be better known. The immense archipelagos round the south and south-western shores of Finland provide a holiday area of beauty for those in search of quietude. A recommended centre is Airisto Tourist Hotel, near Turku on the south-west coast, reached overnight by boat or in an hour by air from Stockholm. Turku itself, once Finland's capital, has considerable charm, with a medieval cathedral and restored castle. Bennett's Travel Bureau, 11, Grand Buildings, Trafalgar Square, London, W.C.2, are specialists in travel to Finland.

A party of walkers halt for a moment in a valley near Zermatt in Switzerland

Iceland. Among the haunting scenery of this northern outpost of Europe, some of the strangest is at Myvatn, reached by bus from Akureyri which, in turn, is linked by bus and air services with the capital, Reykjavik. Myvatn Lake's birds draw ornithologists from all over the world, and its surrounding lava fields, mountains and hot springs are desolate and beautiful. Mention should also be made of the special trips which can be made from Iceland to Greenland. Specialists in travel to Iceland are Bennett's Travel Bureau, 11, Grand Buildings, Trafalgar Square, London, W.C.2.

Sweden. Båstad, a sport-and-seaside resort (easily reached from Gothenburg) is famous chiefly for having one of the most attractive hotels in Sweden, Hotel Skånegården. It is built on "early monastic" lines around an inner and outer court, and its lawns, pools and flower gardens make it a holidaymaker's dream. There is a nearby first-class golf course, tennis courts and an inviting beach. A further attraction is the Norrviken Gardens, which rank among the loveliest in Europe.

Denmark. Skagen, or the Skaw, is Denmark's most northern town. The scenery here is wild and impressive, and the inhabitants are a hardy breed, for they are in almost constant conflict with the sea. The air is wonderful, with sunshine, long stretches of sand and peace among the dunes. Brondrums Hotel, interestingly decorated, makes a comfortable lodging for Skagen wanderings, not least to the Grenen, a curving spit of sand where the wild waters of the Skagerrak and the Kattegat meet.

Holland. The province of Limburg is Holland's "tail" and offers a complete contrast to polder-Holland. The people, too, are quite different, having many similarities with the Belgian Walloons. Maastricht seems more Mediterranean than Dutch—it even stages a yearly carnival—and it is a good centre, with good hotels, food and wines. On the outskirts is Sint Pietersberg, a hollow mountain and a labyrinth of long galleries (100,000 corridors and 11,332 cross-roads), with many pictures painted on the walls. Notable, too, are the man-made caves at the summer resort of Valkenburg. Here the carvings are especially fine. This small town is a recommended holiday resort. At Tegelen, in North Limburg, a quinquennial Passion Play is held; it is less of a tourist show than Oberammergau and will next take place in 1965.

Poland. A suggested three-centre holiday in this country would be to fly to Warsaw (two days), on to Cracow (four days, with excursions), and then to Zakopane, the leading resort in the Tatra Mountains. Cracow is one of the finest towns of the Middle Ages, with many historic buildings. The Tatras, Alpine in character, offer bare peaks, rocky ridges, valleys with primeval forests, beautiful lakes and meadows with flowers. Fregata Travel (122, Wardour Street, W.1) is a specialist travel agency for Poland.

Belgium. It's only a short journey to this delightful holiday country—a consideration for those with a young family. And the 40-mile Littoral is an obvious goal. The twin resorts of Knocke and Le Zoute are a favoured and a recommended centre. There are three miles of firm sand with safe bathing—an ideal playground for children. Other attractions are water-ski-ing, regattas, firework displays

(*Continued on page 104*)

The fifteenth-century Holsten Gate in Lübeck, Germany

HOLIDAYS IN EUROPE

(*Continued from page 103*)

and all kinds of sport. There is a luxurious Casino, concerts, night clubs and dances. The pinewoods are pleasant for walking, and excursions can easily be made to Bruges, Ghent and Brussels. Access is by a frequent tram service from Ostend.

Luxembourg. The natural beauty of this small Duchy makes it a delightful place to explore, preferably on foot, for there is an outstanding system of marked footpaths leading through forest, across rivers, and along hills. The flower-filled capital is a good centre for the motorist. At Echternach (famous for its annual " Dancing Procession ") is the centre of a district called the " Little Switzerland," which has many merits, even if not of an alpine character. The town, too, has a medieval atmosphere. Vianden, Luxembourg's most famous beauty spot, and Larochette, a romantic old town, are two other resorts.

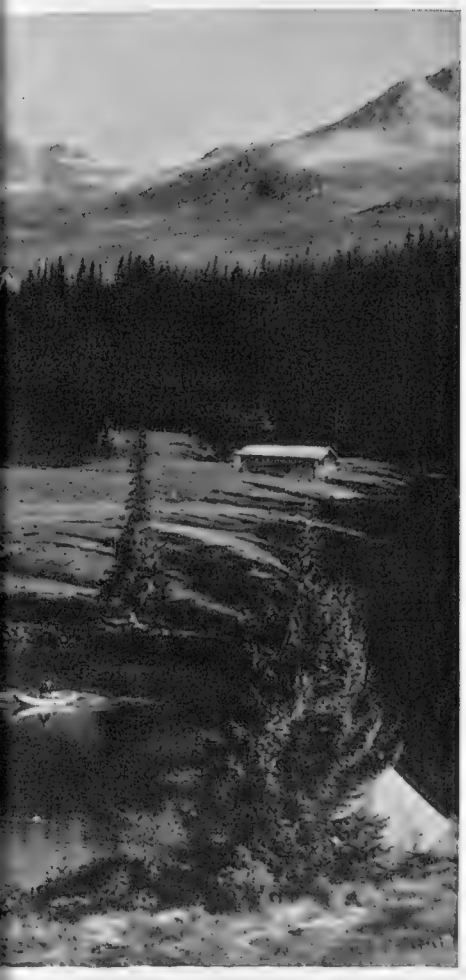
Germany. The Green Coast Road is one of the most interesting routes from Western Europe to Scandinavia. Starting from Rotterdam (quickly reached by air car-ferry), easy driving takes you along good roads through Northern Holland and Northern Germany. Large, often ancient towns tempt you to linger and you may wish to make side excursions. Amsterdam, the 18-mile dyke which protects and separates the newly formed Ijssel Lake from the North Sea, Franeker, Leeuwarden, Groningen, Oldenburg, Bremen, Hamburg and Lübeck are situated on this road; a useful leaflet is obtainable from the German Tourist Information Bureau (61, Conduit Street, W.1). A pleasant and inexpensive motoring holiday could be enjoyed by following this itinerary.

Switzerland. An escape from motor fumes and to breathe in uncontaminated alpine air offers great appeal. Among the resorts where this is possible are: Mürren and Wengen in the Bernese Oberland; Rigi, Stoos, Burgenstock and Melchsee-Frutt in Central Switzerland; Zermatt, Saas-Fee, Unterbach, Isérables, Fafferalp, Bettmeralp and Riederalp in the Valais; and Braunwald in North-East Switzerland. This is not a complete list of " motor-free " alpine resorts, for there are many small mountain hamlets with fewer than three hotels, also lone mountain-top hotels—all away from the roar of traffic.

A typical scene of lake and forest in the province of Telemark

An outside restaurant at the Belgian resort of Knocke

The Hotel Skånegården in Båstad, Sweden



way. **Right:** Igaliko on the Einars Fjord in Iceland. **Below:** The " romantic old town " of Larochette in Luxembourg

HOTEL "OSCARS" FOR 1962

During 1962 I travelled far, I journeyed fast, and the following hotels provided me with great satisfaction.

India.—The standard in this vast country is adequate, rather than notable. The West End Hotel in Bangalore was, however, a pleasing exception, with its Victorian environment (spacious rooms and superb service, with a haircut in my room), good food and pleasant garden. I would also wish to mention the Hotel Aranya Nivas in the Periya Reserve (Kerala) where the food was excellent, and the manager attended to his guests.

Ceylon.—The Rest-houses at Hikkaduwa, with its position right on the sea, and at Polonnaruwa (excellent food), lying beside a " tank " (lake) and close to the memorable ruins of the one-time Lanka capital.

Mexico.—In the heart of the Yucatan jungle one hardly expects to find a luxurious hotel. But the Mayaland at Chichen-Itza left nothing to be desired, complete with swimming-pool, charming waitresses in traditional dress, and every comfort—a surprising development from Mayan days.

Sardinia.—The Is Morus Hotel at Pula (near Cagliari) would be my first choice in this fascinating Italian island.

Poland.—The Francuska Hotel in Cracow still retains its old-time aristocratic charm with spacious bedrooms, good food, and a lift, installed for a year but still not in operation owing to lack of the necessary bureaucratic licence.

Italy.—The Vittorio e Roma is a good second-class hotel in San Remo, the Jolly Hotel in Matera, and the Metropole on the Riva degli Schiavoni in Venice (one of the few hotels in the city offering bed and breakfast only) are my recommendations.

France.—The gastronomic Abbaye at Talloires (Lake Annecy) and the Ombremont on the Lake of Bourget will surely disappoint no one, while the small but extremely hospitable Hotel du Pont Neuf—a Logis—at Le Veurdre (Allier) is an idyllic low-cost escapist spot.

Spain.—An excellent modern hotel on the less crowded side of Majorca is the Molins at Cala San Vicente, overlooking a perfect small beach and glorious cliff scenery.

Greece.—The Pension Grammatikakis at Malia (20 miles east of Heraklion) is run by a very jolly ex-Greek general. For a simple holiday beside the sea it is excellent, and there are the ruins of the Minoan palace nearby.

England.—Devon has many good hotels, and during a tour there I liked especially the Imperial Hotel at Barnstaple—a Trust House; I was as contented there as at any other hotel in all Europe.

BOOKS

ALL ROUND THE WORLD

Novels of widely varied setting and mood; short stories and recent thrillers

Have you ever seen a million pounds? I mean actually seen it in specie? It is a very impressive sight as I can now tell you, having studied the jacket of Mr. Peter de Polnay's new novel, A MAN OF FORTUNE (W. H. Allen. 18s.), which bears a photograph of a large pile of gold bricks, neatly stacked, surrounded by silver coins and ingots and artistically crowned with a sheaf of bank notes. A miser's dream, and of mild interest even to the least grasping among us. Mr. de Polnay's book shows at least as much originality as its cover. The theme is the inheritance of a million pounds by a man who is, to say the least, ill-equipped for the job. He is not so much unworldly as contrary, exasperating the solicitor who tells him the good news by irrelevant speculations about the kind of dog his benefactress has left money to. He generally behaves like a lunatic. An erudite lunatic, whose favourite roosting place is the Reading Room at the British Museum, but still pretty unbalanced about life on its material levels. This is an amusing, intelligent view of a familiar dream and is thoroughly enjoyable.

LIVE NOW, PAY LATER (Secker and Warburg. 16s.), by Mr. Jack Trevor Story, is a rough, tough but curiously credible tale of tally boys and their activities. Now, a tally boy is another name for a salesman, and particularly for one who sells merchandise from door to door, relying on a practised charm and an equally well studied line of talk to convince lonely housewives that the object of their heart's desire is a fireplace set, a cocktail cabinet, a washing machine or an assortment of black underclothes. With their husbands away at work during the greater part of the day, thousands of housewives are easy prey for the never-never system men, and Mr. Story gives us an appallingly clear-sighted view of the kind of thing that might—and for all I know—does happen. The author based his script for the film of the same name on his novel, although the film, which has enjoyed a large measure of success in recent months, was the first to appear.

SUNDAYS AND CYBELE : The war-shocked Pierre (Hardy Kruger) and Cybele (Patricia Gozzi) in a scene from this sad, haunting French film about their secret friendship. It is at the Columbia and Curzon cinemas

Mr. D. A. Nicholas Jones, the author of the next novel, lives, we are told, at Ijebu-Igbo in Nigeria, but he has nevertheless retained a clear vision of his native England and of the affluent society as it developed in the '50's. The scene is a little seaport on the East coast: the title taken from the Prime Minister's telling phrase, NEVER HAD IT SO GOOD (Jonathan Cape. 25s.). The title is, in fact, the least good thing about the novel, which is intricately, even subtly planned, has some admirable dialogue, and the benefit of a wide-awake and perceptive mind. Mr. Nicholas Jones writes mainly about young people; unidealised, well reported, often apparently graceless young men and women who, to the middle-aged, appear so inscrutable in their motives and behaviour. The author, however, partly because he is only just over 30 years old himself, seems to understand them very well and, more significantly from our point of view, is able to communicate their characters and the shape of their lives to us. He has written an absorbing and revealing book, very pertinent to our present day world.

MEAT (Michael Joseph. 16s.), by Mr Mickey Phillips, is a novel which takes a bright, fresh glance at the old problem of dictatorial fathers and independently minded sons. The treatment is light-hearted for all its serious undertones, and Mr. Phillips has no hesitation in resorting to fantasy to help him make a point or create an atmosphere. None of his characters is particularly believable, unless it is the hero, a young man who wants to devote his life to music, is supposed by his bad-tempered father to be working at the Admiralty and, in fact, makes a living in a slaughter-house, where he is subjected to long harangues by a friendly vegetarian. Entertaining stuff and by no means banal.

SAILORS REMEMBER

Books by Alan Villiers and Francis Chichester

With seeming facility and undoubted sincerity Alan Villiers has written a score of books about sailing ships and sailing men, and no one perhaps has done more to keep alive our interest in the great days of the tea clippers and the grain ships. The essence of Commander Villier's philosophy is concentrated in his very delightful "personal anthology" OF SHIPS AND MEN (Newnes. 30s.). He begins by telling us about his early days in Melbourne where "there were sailing ships at the bottom of our street lying in the berths of the Victoria Dock and along the wharves of the Yarra." From then on his sea fever was not to be denied, although his poetry-loving father never wearied of telling him about the wretchedness of the sea life, bringing Dr. Johnson and others in to bolster up the argument. One thing Villiers did have in common with his father was a devotion to poetry, and the numerous quotations from Shelley, Bridges, Browning, Cowper and Masefield (not least from Masefield's Dauber) do as much to give this anthology its character as do the magnificent photographs, many taken by the author himself during his life of unflagging voyage-making.

Another bold seafarer with a not readily satisfied appetite for adventure is Francis Chichester, who in June 1962 set out from Plymouth once again to cross the Atlantic in his 13-ton yacht *Gipsy Moth III*, attempting to beat the 40-day record he himself set up in 1960. Chichester succeeded in knocking nearly a week off his previous time, and in ATLANTIC ADVENTURE (Allen and Unwin. 12s. 6d.) J. R. L. Anderson, Yachting Editor of *The Guardian*, presents an edited version of this little ship's momentous log. The voyage made history in more ways than one, for the skipper was able to keep in daily contact with land by means of a small battery-operated radio telephone. This indeed was a marvellous sail, and this is a little book for every mariner's shelf. "It seemed to take 24 days to shed the materialism of ordinary living, and then," says Mr. Chichester, "I felt the real romance of the passage stealing in at last."

Major Edgar O'Ballance in his survey of THE RED ARMY OF CHINA (Faber and Faber. 30s.) reveals two distinct aspects of his subject. On the one hand he likens the armed forces to a huge dragon which sits and licks its lips in a self-satisfied manner; but only a few of its teeth and claws are sharp—many are missing. Nor can it walk very far. It is also completely dependent upon Russian fuels to enable it to spit fire. That is one view and perhaps it is not fully borne out by the invasion of India. The other is a warning that the world will one day wake up and find that China, uninvited, has become a member of the "Nuclear Club," and then she will truly be a power to be reckoned with. Major O'Ballance has certainly delved hard to get at the facts, but he freely admits that it is not possible for the West to probe all the myths, exaggerations and legends surrounding his complex theme.

And now a glance back to World War II. STRIKE HARD, STRIKE SURE (Chatto and Windus. 21s.) is Ralph Barker's factual and dramatic record of some of the epic feats achieved by the British bomber squadrons. Men like Group Captain Cheshire and Wing Commander Guy Gibson loom large in these pages, evoking memories of those years that demanded sublime courage and, with the bomber men who went out night after night, supreme steadfastness and an iron nerve.

Writing the history of a great company is no enviable task, for the author, however unbiased, is liable to be suspect in the eyes of the general reader, to be thought of as the company's man. Mr. J. D. Scott, who is an historian by training and who worked for a number of years in the Cabinet Office on the *Official History of the Second World War*, brings unique gifts and experience to bear on his history of VICKERS (Weidenfeld and Nicolson. 42s.). As steel makers, engineers, shipbuilders and aircraft manufacturers Vickers have made a unique contribution to Britain in peace and war, and Mr. Scott marshals the facts (stemming from many points of origin) with much skill and judgment.

A photographic portrait of a great city, with all its spectacular sights and scenes, and not a few of its warts, is presented in Don Hunstein's NEW YORK (Paul Hamlyn, London). This talented cameraman in some chapters takes us well and truly off the beaten track, and the photographs of residential areas in the boroughs of Queens, Richmond, Brooklyn and the Bronx, give the British reader at any rate the knowledge that New York is something much more than Manhattan and is considered as diverse in character as London itself.

Richard Edmonds

It is roughly three hundred years since Andrew Marvell wrote about the region

Where the remote Bermudas ride
In th' ocean's bosom unespied . . .

and in the last decade or so of our own times there have been plenty of writers, local or transient, to pass on their personal experiences. Latest of these is Mr. Christopher Nicole, born in British Guiana, living in Guernsey and retaining close links with the Caribbean islands. His novel, DARK NOON (Jarrolds. 18s.), is a story of a West Indian sugar-planting island at the turn of the century when the sugar industry was bankrupt and the hitherto rich planters were trying to adjust themselves to emancipation, to strong European competition and to a totally new way of life, as well as to the threat of their own volcanic isle. The story is dramatic and well grounded in local history which, in itself, has never lacked for spectacular incident.

MANY SLIPPERY ERRORS (Heinemann. 21s.) is Mr. Alfred Grossman's novel set in the United Nations age of New York—and specifically that section of New York which revolves around the U.N. secretariat and its staffs. No questions of empire-shaking importance are dealt with here; in fact, this might be the story of an unhappy marriage, adversely affected by lack of promotion in any old office. But the implications are there, and the reduction to a depressingly low common denominator is there too. Mr. Grossman writes, at times, quite brilliantly, and is at his best in the world of private debates and conjugal brawls, but one becomes a little weary of the kind of score card the narrator keeps of sexual encounters.

The 14 short stories included in Mr. Jerome Weidman's MY FATHER SITS IN THE DARK (Heinemann. 18s.) are as uneven as any work chosen from a wide span in a writer's career must be, but they have vitality and acute observation in common, occasionally a true note of pathos—as in the title story—and often considerable humour. I remember gratefully the impact of his early book, *I Can Get It For You Wholesale*, and in consequence have never lost my interest and admiration for what this author can do at the peak of his powers.

For anyone who enjoys thrillers and detective stories, there are three books of active interest this week, and the first of these is the American story, DREAD THE SUNSET (Michael Joseph. 16s.), which demonstrates that perennially satisfying contrast between a cosy domestic background and a plot fraught with violent deeds and sinister motives. Miss Marjorie Carleton has made a good job of her country setting, her more or less ordinary characters and her screed of exotic happenings, and the result is extremely satisfactory from the readers' point of view. This is one to be recommended to devotees of this kind of hot-and-cold fiction.

IT'S DIFFERENT ABROAD (Hutchinson. 15s.) is a second thriller by Henry Calvin (the pseudonym of a well-known Scottish author in other fields), and establishes him successfully in a kind of fictional double life. The author has the gift of persuading the reader that his principal characters are not only sympathetic but unpredictable and, by the same token, real human beings, and these adventures of a lovely schoolma'am on her first travels in France enlist a friendly response just as much as a vivid interest of the whodunit order.

As for THE THIRD MYSTERY BEDSIDE BOOK (Hodder and Stoughton. 15s.), edited by Mr. John Creasey and containing some 19 short stories as well as funny or macabre drawings, quotations and encyclopaedic extracts, this is a yearly treasure trove and wonderfully welcome.

Vernon Fane

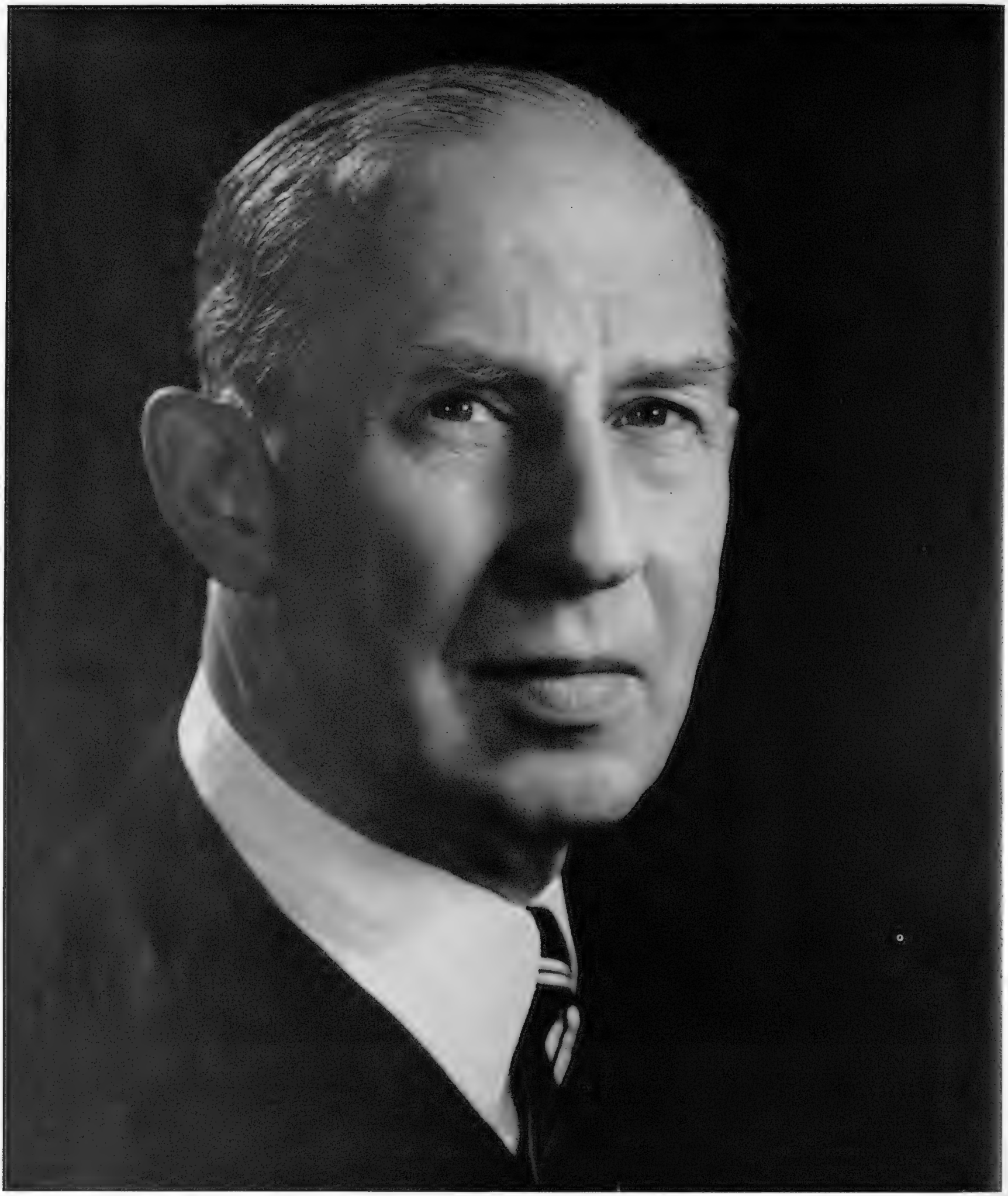
Hypatia Tarleton (Patricia Healey) and Mrs. Tarleton (Alison Leggatt) in a scene from Shaw's comedy

MISALLIANCE

at the Royal Court Theatre

Shaw's witty conversation piece of people in a country house with nothing better to do than talk is now on a short run in London in Frank Hauser's Oxford Playhouse production. Despite all their conversation, the characters are obsessed with action, imprisoned in a web of social hypocrisy and moral pretension. The cost of conformity still remains a subject for playwrights and Shaw's way with dialogue still a delight. In Frank Hauser's production the two famous incidents are played for all their worth—the arrival of the Polish lady acrobat in the greenhouse by aeroplane and the little Communist clerk who springs fully armed out of the portable Turkish bath.

Bentley Summerhays (Christopher Guinee) cowers away from Johnny Tarleton (Dennis Chinnery). **Right:** The female Polish acrobat (Barbara Jefford) after her arrival out of the sky. On the right is John Tarleton (Campbell Singer)



LEADERS OF BRITISH INDUSTRY

Photographed by Tom Hustler

T. H. Summerson

Mr. Summerson was appointed President of the Association of British Chambers of Commerce in June of last year. He has been a member of the British Transport Commission, and Chairman of its North Eastern Area Board, since 1955, and was recently appointed a member of the new Railways Board. As Chairman and Joint Managing Director of the Summerson Group of Companies, he is head of a substantial family business, which was founded by his grandfather in 1840 and has works at Darlington, Spennymoor (Co. Durham), Belfast and elsewhere. Thomas Hawksley Summerson was born in 1903 and was educated at Harrow. He was Director for Steel Castings with the Iron and Steel Control, Ministry of Supply, from 1940 to 1943; Chairman of the British Steel Founders' Association from 1951 to 1954; a member of the Development Areas Treasury Advisory Committee 1951-55; and of the Independent Television Authority 1957-60. In Local Government he has been a member of Darlington Rural District Council since 1937, and Chairman from 1949 to 1952, a member of Aycliffe New Town Development Corporation from 1947 to 1961, and Deputy Chairman of Peterlee Development Corporation from 1954 to 1955. Other appointments include J.P. since 1946; Chairman of Darlington County Bench from 1951 to 1953 and from 1955 to 1961; High Sheriff of Co. Durham 1953-54; and a Deputy Lieutenant of that county. Mr. Summerson is married, has one daughter and three sons, lives in a Georgian house, which is partly Elizabethan, near Darlington, farms 1,200 acres in the North Riding and County Durham, and also runs sheep on 20,000 acres in Inverness-shire. He is Chairman of the South Durham Hunt, and also enjoys shooting and fishing. In his younger days he was a keen cricketer

NEW IDEAS FOR THE NORTH-EAST?

The Second of Two articles on the urgent need for Industrial Redevelopment

By "THE SPHERE" INDUSTRIAL CORRESPONDENT

Loaded vehicles about to leave the Felling Works, Gateshead, of International Paints Ltd., with the first consignment of an urgent shipment of paint on its way to Turkey

Boys studying at the Pre-Apprentice Training School at Wallsend-on-Tyne of Swan, Hunter & Wigham Richardson during a period of instruction in technical drawing

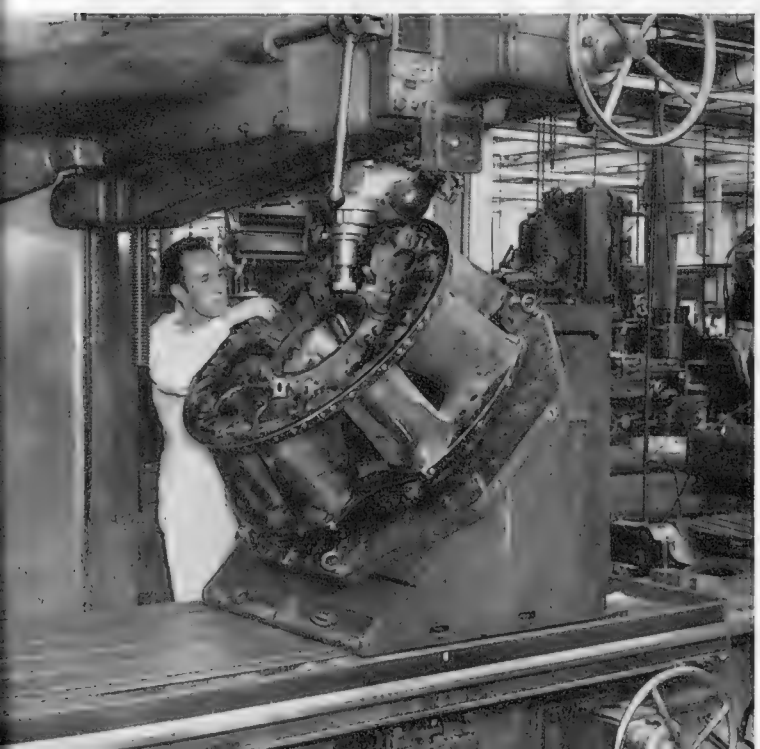
It would perhaps be exaggerating to suggest that bells were rung all over the North-East when the Government announced that Lord Hailsham was to be given special responsibility for dealing with the exceptional unemployment in the region. Nevertheless, it was a public signal of the Prime Minister's concern with the area's problem. It used to be a joke that the unemployment in Stockton-on-Tees in the '30's had seared itself into Mr. Macmillan's whole approach to economics, but in these straitened times the North-East may be rather glad that it has.

Lord Hailsham, again, has many other responsibilities, and the sceptic may wonder where the North-East fits in—between speaking engagements in the United States and the national need for playing-fields? But behind his innate showmanship there is a lively-minded administrator deeply determined not to be written off as an ineffective jack-of-all-trades, as organisations dealing with his Ministry of Science have discovered. And a sense of the dramatic may not be a bad thing in keeping the problems of the North-East right in front of the various Government departments concerned, who are well-disposed towards it but have so many other things on their plate to divert their attention.

So far, from an area of heavy unemployment such as the North-East, what the Government has been saying or doing about these acute regional problems frankly does not look very much. And some local scepticism has greeted the various rather piecemeal and not awfully new ideas that various members of the Government have begun to toy with. Shipbuilders, for example, are all for any idea that will revive the rate of ordering new ships; but they are not awfully clear whether the idea of a "scrap and build" scheme will borrow much impetus from the fact that Mr. Marples is now showing some interest in it. Such schemes all rest upon giving the shipowner some incentive to retire and rebuild his tonnage at a regular—and higher—rate than he would do for strictly commercial reasons. The tax incentives that shipbuilders could get for investment in new ships have been high for a long time.

In certain kinds of shipping trade—particularly the bulk cargoes such as oil, metal ores, and nowadays certain kinds of chemicals—it is true that there are now some technical incentives for building new tonnage, either much bigger than before or much more specialised than before. The operating costs of a very big tanker, in the 65,000-100,000 tons dead-weight class, are so much below those of conventional tankers in the present world fleet that some of these ships will be able to get employment regardless of the large surplus of tonnage in smaller ships. A limiting factor on building them is the question of anchorages able to receive them; but various kinds of offshore terminals are being designed which reduce the need for elaborate inshore dredging of harbours to receive them.

An aero-engine intake casing being machined at the Sunderland works of Bristol Siddeley Engines. The works employs over 900



Mazda television cathode ray tubes emerge from the final baking lehr in the Sunderland factory of Thorn-A.E.I. Radio Valves and Tubes Ltd. Working all round the clock provides employment for 800

A glass-blower at work in the Sunderland factory of James A. Jobling & Co. Ltd., makers of "Pyrex"

Drilling shotholes at a Northumberland colliery with an electric drill made by Hugh Wood & Co. of Gateshead

Traffic on the River Wear near its mouth at Sunderland. Foreground is the Corporation Quay and on the farther side of the river the fitting-out berth of Joseph L. Thompson

An ae ial vie Sunde and. I

NEW IDEAS FOR THE NORTH-EAST?

(*Continued from page 109*)

The widening range of chemicals that can be transported in bulk but under very special conditions—for example, sulphur boiling hot in tanks with special steam coils, or by contrast several kinds of gas kept in liquid form by refrigeration or in special high-pressure tanks—will also call for a good deal of new building. So far as large numbers of vessels are concerned, however, this developing trade will be producing major demand in five or six years' time, rather than today. Shipyards such as those on the North-East, with the British tradition of building specialised ships allied to recent investment in berths for more rapid building of bulk carriers, may be well placed for this trade as it develops, but it will take some time.

"Scrap and build" schemes for ordinary dry cargo or tanker tonnage depend upon fairly general acceptance by owners of the obligation to retire ships that may be obsolescent but which still do retain some potential earning power. It is not easy to have any firm confidence in more than a gradual growth of ocean trade; nor are old and small dry cargo ships under the same disadvantage in operating costs against new ships as are small oldish tankers now against the modern giant vessels. Mr. Marples, provided he can get Treasury backing, may devise some scheme that will increase the attractiveness of ordering new ships (shipowners, for example, no longer retain quite the extra advantages in tax allowances, that for years they used to, over other kinds of industrial investment), but the North-East has heard nothing officially of these ideas up to now.

Builders of heavy capital equipment in the area, such as the Davy-Ashmore and Head Wrightson groups, may be equally attracted by the Chancellor's rather vaguely expressed ideas of offering under-developed countries "specific aid" in the form of plant that particular industries in these depressed areas can readily build from capacity becoming idle. Some proportion of heavy plant exports at any time, of course, is partly of this nature: the various steel plants built for India by Britain and other countries, for example, involved long-term credits with elements of aid, though at the time those plants were built the industries concerned were busy and did not find it easy to reserve the capacity for export.

So far as policy for the area in general is concerned, many people on the spot are beginning to think that the shift in regional development policy in 1960—from a broad "development area" basis to one of pir pointed towns and localities where unemployment develops—may hav been a mistaken one. It is true that this may enable limited Goverr mental support to be concentrated where it is needed most. On th other hand, it may also mean failure to look at the general needs c developing a region with basic improvements in transport and cor munication; or stupidly applied as it occasionally has been it may mea that employment ending in one town cannot be replaced a short distanc away where the facilities for an incoming industrialist would be mor promising.

Government policy, again, shows an uneasy mixture of concern for regional decline (rather than positive interest in regional development) with reliance on *laisser-faire* and non-interference in business expansion. For the latter, people who are worried about the extra costs of building in areas that industrialists might not primarily choose ask whether the workers cannot migrate to where the vacancies are. Between the wars, about a third of a million people "drifted" southwards from the North-East, and between 1951 and 1961 another 86,000 left this area, Cumberland and Westmorland. This policy, or rather lack of policy, of letting industries and regions decline might have more logic if it was not accompanied by growing congestion in the Midlands and South of England, which has caused substantial problems of housing and road communication.

Local authorities in the North-East, again, complain that in various kinds of national investment, the tendency to concentrate on serving these areas of heavy congestion exacerbates the relative disadvantage of less prosperous areas. While Mr. Marples is seeing what he can do for North-East shipyards, for example, his road planners, with the best of intentions, are tending to concentrate trunk road development on the London-Midland-Lancashire-Clyde axis, by-passing major works to the East; and the Rochdale Committee recommends concentration of port investment on ports serving the South and Midlands. Within a restricted frame of reference, these experts are making logical recommendations; balance in regional development is not among the factors they are told to bear in mind.

In the announcement of Lord Hailsham's appointment there were welcome hints of a positive approach—the reference to strengthening "growth centres" within the region, for example. The North-East is not short of ideas itself for positive development, as THE SPHERE has discovered in its recent approach to authorities in the area. If they can get these across to "their new Minister," and he can stir his own colleagues into action on them, there may be a real chance of a turn in the fortunes of the North-East.

three building berths, with a medium-sized ore carrier on the stocks, of Austin and Pickersgill's Southwick shipyard, few years, the shipyard has been completely modernised. It can handle ships up to 600 ft. long and up to 30,000 tons

In a fabrication bay at the works of Head Wrightson Stockton Ltd., operatives are engaged in assembling a rotary dryer. These are extensively used in the chemical and mining industries

One of two chemical reactor vessels being made at the South Works of Ashmore, Benson, Pease and Co. of Stockton-on-Tees. Constructed of carbon steel, the vessels each weigh 45 tons

Below: A spray dryer in the new Test House of Steels Process Plant Ltd., Sunderland. In the Test House confidential industrial tests can be conducted on customers' materials

One of the new 2,750 h.p. Type 4 diesel locomotives for British Railways under construction at the Loughborough works of Brush Electrical Engineering

FASTER AND BETTER TRAINS

The structure of the diesel undergoing end load testing

The work of modernising British Railways is continuing in a number of fields. In recent weeks it was announced that the most powerful single-engine diesel locomotive to be built for British Railways had gone into crew-training service on Eastern Region main lines. Designed and built by Hawker Siddeley at their Brush Electrical Engineering works in conjunction with the B.T.C.'s Chief Mechanical and Chief Electrical Engineers, the diesel is the first of a new class in the 2,000-2,750 h.p. Type 4 power range. The locomotive develops 2,750 h.p., weighs 114 tons and is just over 63 ft. long. Top speed is 95 m.p.h. Compared with existing Type 4 locomotives, it is lighter, more powerful and can run on many routes barred to the old type. It can operate over shunting humps in marshalling yards. The first of the class, Number D.1500, is the forerunner of a batch of 20 ordered in 1961.

An agreement has been signed by the Midland Region and British Insulated Callender's Construction Co. for the survey, design, supply and installation of 25 kV. a.c. overhead equipment for the electrification of the main lines between Euston, Nuneaton and Crewe; Rugby, Birmingham and Stafford; and from Roade to Rugby via Northampton. This is believed to be the largest single order of its kind to be placed by any railway undertaking and covers about 1,000 track miles. Total value is estimated at about £15,000,000. When completed it is reckoned express passenger trains will be able to make the journey between Euston and Manchester in under three hours.

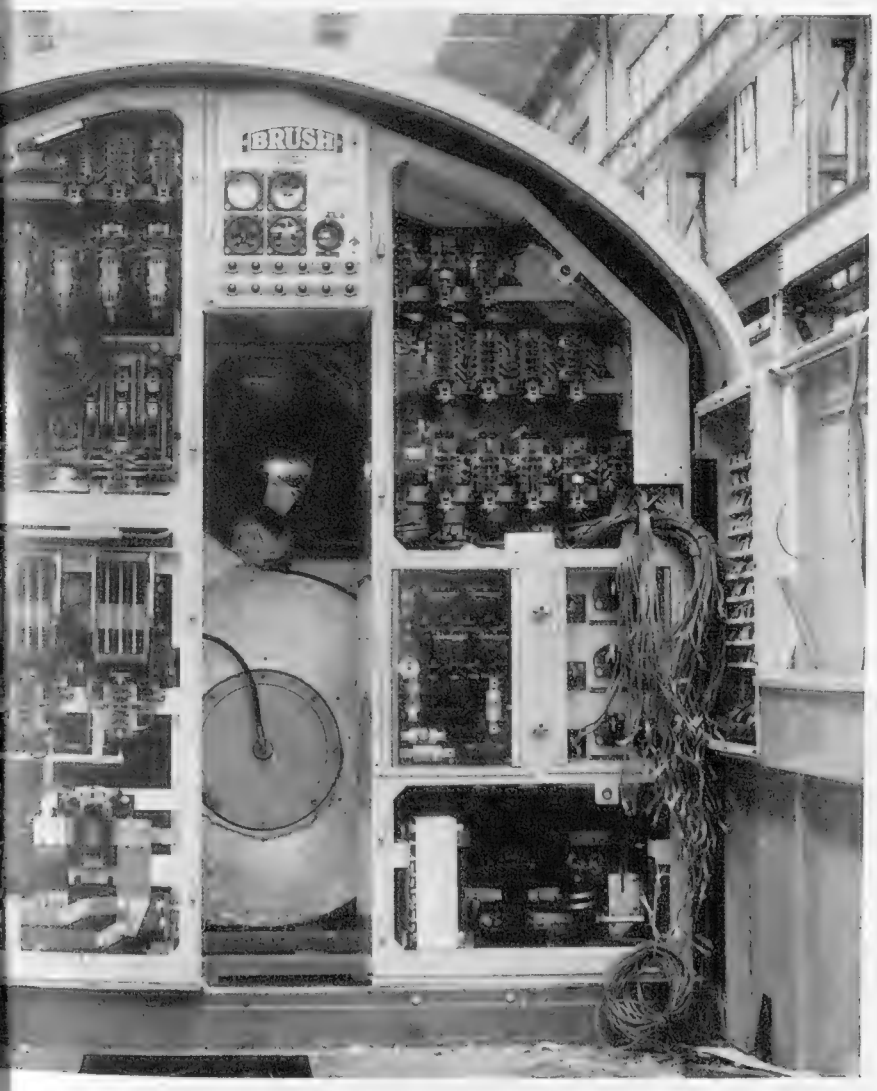
Last week the first new main line electric trains designed for the services between Liverpool Street to Colchester, Clacton and Walton-on-Naze went into service. Designed to give more comfortable travel, the new stock is equipped with "Commonwealth" bogies. Coaches have double-glazed windows to prevent misting and asbestos sound insulation. With a top speed of 90 m.p.h., the new services will be progressively increased to give a full summer timetable in June. The coaches, in two- and four-coach units, are being built in the B.R. workshops at York. Electrical equipment is designed and supplied by G.E.C.

The control cubicle of the Type

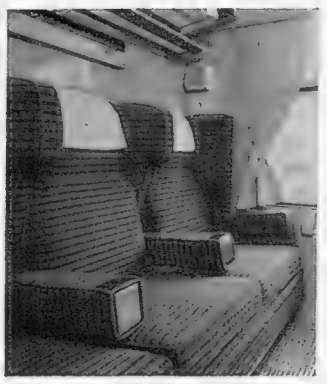
Lowering the superstructure onto the wheels of the new diesel

Material required for British Insulated Callender's Construction Co.'s new main line electrification contract, at the company's stores depot at Bletchley, Bucks.

Special rail-mounted mechanised plant is employed on the electrification work



ned for hauling express passenger and high-speed freight services, it is capable of 95 m.p.h.



New electric rolling stock for Liverpool Street-Clacton services—**left:** 1st class compartment and **right:** the Griddle Car, with movable chairs and self-service

One of the new electric trains en route between Clacton and Colchester

In general the year has been one of excellent progress

In the course of his statement to shareholders Mr. Harald Peake, the Chairman of Lloyds Bank Limited, said

In general the year has been one of excellent progress. We have opened eighty-four new offices, more than double the number opened in 1961. A larger amount than ever before has been spent on improving and enlarging existing bank premises.

In the field of electronic accounting we are continuing to make rapid progress and are now passing from the research stage to that of practical application.

The Balance Sheet

The main change from a year ago is the increase in our issued capital from £41,771,407 to £53,606,638. Of this increase £6,961,901 results from the 'one for six' scrip issue in February 1962 and £4,873,330 from the 'one for ten' rights issue at fifty shillings a share in June 1962. Our published Reserve Fund now amounts to £34,705,000.

Dividend Recommendation

The amount of profit after providing for taxation and after making transfers to contingency accounts is £4,817,350 compared with £4,935,069 a year ago.

The reduced profit results partly from the lower money rates and partly from increased staff costs. A five per cent. salary increase was paid from 1st April 1962.

If the recommendation to pay a final dividend of 5½ per cent. is approved the net amount paid in dividend in respect of the past year will be £3,149,085 compared with £2,814,348 for 1961.

Overseas Department

This department is developing rapidly. In London there is a staff of nearly eight hundred. A special section has been set up to deal exclusively with the problems of the Common Market. Contracts running for the sale and purchase of foreign currencies amount to £320,557,503 compared with £251,185,558 at 31st December 1961.

Executor and Trustee Department

This department now has thirty-two offices. During the year over ten thousand additional customers appointed the bank executor or trustee, bringing the total of such appointments to more than one hundred and twenty-five thousand. Over a thousand people are now working in the department and are responsible for the administration of assets totalling £350,000,000.

Staff

The staff of the bank numbers at the present time approximately twenty-four thousand persons, of whom about eleven thousand five hundred are women. The number of university graduates is steadily increasing.

Nearly all men joining the staff attend a course at our Training Centre at Hindhead, Surrey. Our residential staff college at Kingswood continues to be of the greatest value in the further training of people destined for managerial posts.

Recruitment of staff at the present time is in a healthy state.

In a year of progress the staff have worked hard and I know that the shareholders will join with me in thanking them for their loyal and enthusiastic service.

Prospects

Inflation has been checked and the cost of living has steadied.

We are preparing for an appreciable increase in the number of customers' accounts following the legislation permitting the payment of wages by cheque from 1st March 1963. These new customers will be welcomed at our branches.

It seems fairly certain that the average money rates in 1963 will be lower than in 1962. Consequently profit margins are likely to be rather lower. The freedom from restrictions on lending should, however, assist the expansion of our business generally.

Uncertainty about the European Common Market is having a restraining effect on many industries. When a decision is reached it will be reasonable to expect some general improvement in trade.

In spite of the difficulties the prospects are good and it is the objective of everyone in the bank to continue to give all customers good and helpful service.

The Annual General Meeting of Lloyds Bank Limited will be held on 8th February 1963 at the Head Office, 71 Lombard Street, London, E.C.3. Copies of the report and accounts are available on application to the Secretary.

LLOYDS BANK

Our objective—to give all customers good and helpful service

INDUSTRY AND THE STOCK MARKET

BOOKS IN BALANCE

BY "THE SPHERE" CITY CORRESPONDENT

In spite of the problems which affected so many sectors of industry, Britain's booksellers reported a record number of new titles during 1962. Total new titles showed an increase of nearly 200 over the previous year, to 25,079, so surpassing the 25,000 mark for the first time. Admittedly, this represented a relatively small increase, and was accompanied by falls in many sections. But the City considers this a creditable performance by the book industry, against the generally difficult economic conditions of the year—especially as the courts have ruled favourably over price agreements in the book trade.

Expansion last year came in serious non-fiction books. Although paperback books again represented a large part of reprinted fiction (which accounted for perhaps 25 per cent. of all issues) conditions in the home market became much more competitive. Some of this growing competition came from American companies anxious to establish production in this country. The reason for American companies' interest lay not only in the £80,000,000 turnover achieved by the industry during 1962 but in the £30,000,000 or so that was exported.

These growth possibilities have attracted a number of new interests into the publishing business. During 1961 the Granada television and cinema group bought MacGibbon and Kee and recently Mr. S. Bernstein, the chairman of Granada, has acquired a share stake in Jonathan Cape. These acquisition moves by interests outside the industry have prompted publishers themselves to link together, but a large number of publishing groups do not have a direct stock exchange quotation. Macmillan remains controlled by the Prime Minister's family and only the preference capital of Hutchinson has a stock exchange quotation.

Among publishers whose shares are quoted on a stock exchange, one of the largest is Longmans Green, now a £4,000,000 concern with important overseas interests. As the high-voting "A" ordinary shares are privately held, any take-over must have the support of the board and their associates. But there is an active public market in Longmans 5s. "B" shares which have proved an extremely successful investment. Over the last five years alone, profits have more than doubled from £180,000 net to £410,000 while shareholders' dividends have increased from an effective 11¼ per cent. to 30 per cent. paid for the year to last May. Last year, Longmans' rising overheads reduced trading profits (an even larger cut in tax produced the larger surplus for distribution to shareholders) but Mr. W. Longman gave an optimistic view of prospects, speaking towards the end of 1962.

Ranking larger than Longmans in terms of assets but recently showing smaller profits is the Glasgow-based company of Willian Collins. Its £6,000,000 total assets are represented by bookselling interests (Collins control Hatchards, the well-known London book sellers) as well as book publishing in Britain, Australia, New Zealand and Canada. In spite of this wide spread of business, Collins' profit have fallen in successive stages by £70,000 net to the 1961 level of just over £300,000. For all this lower profit trend, the City is hoping for improved results. Speaking last spring, Mr. W. A. R. Collins reported steady sales for the first seven months of 1962 and looked to a further increase by the year's end. Collins' 1962 results should also reflect the arrangements made with Macmillan during 1961 to take over Pan Books. As the second largest paperback publisher in Britain, Pan have made great progress over the past 15 years.

The largest paperback publisher, with 1961 sales of more than 16,000,000, is Penguin Books, whose shares were offered to the public nearly two years ago. Unexpectedly high expenses and additional depreciation on stocks left Penguin's first results rather below the directors' prospectus forecast. Last year Sir Allen Lane warned shareholders that trading conditions were becoming increasingly competitive and stressed that further substantial provision for depreciation on book stocks might again be needed. One hopeful pointer for 1962 results, which are due early in April, is the link with Houghton Mifflin, a leading American publishing house. This should strengthen Penguin's position in the United States—especially important as exports represent more than one third of turnover. City forecasters are reluctant to project Penguin's 1962 profits, which reached £102,000 net in the previous period, but expect that the 13¾ per cent. dividend will be at least maintained.

Given this uncertainty over Penguin's profit outlook, its 5s. shares represent something of a speculation. Originally offered for sale at 12s., they soared to double that figure but now—since the chairman's warning on profits—have fallen back to around 13s. For people attracted by possibly striking capital gains, and not deterred by the possible share price losses that further trading difficulties could produce, Penguin ordinaries could prove an interesting holding.

For investors interested in the "blue chip" of the industry, main appeal will lie in Longmans Green 5s. shares whose price has risen by some 50 per cent. over the past two years. But this striking growth history has produced the familiar result of pushing the dividend yield down. Now priced around 55s. Longmans shares yield less than 3 per cent.

MOTORING

NEW MODELS FOR 1963

The Humber Sceptre and the Ford Cortina Super

By **COURTENAY EDWARDS**

Smallest Humber for many years—the Rootes Group Humber Sceptre sports saloon

Britain's motor industry, entering 1963 in confident mood, has announced its first new models: Rootes Group's Humber Sceptre sports saloon and a 1½-litre Ford Cortina Super. The 1·6-litre Sceptre is the smallest Humber since the Vogue went out of production just 25 years ago. It is lavishly equipped and richly finished in the Humber tradition. The price is £997 (including £172 purchase tax), it does over 90 m.p.h. and standard equipment includes a self-cancelling overdrive unit which operates on third and top gears, giving the driver a choice of six different ratios.

A servo-assisted braking system includes disc brakes at the front. There are built-in anchorages for safety belts, child-proof locks on all four doors and a " courtesy " light which comes on when any door is opened. Elimination of all greasing points makes routine servicing necessary only at intervals of 3,000 miles.

The standard specification includes a full heating and ventilating system, screen washers, reversing lamps, tachometer and a headlamp flasher switch (which I think should be compulsory equipment on all cars, along with screen washers). Luxury touches include a cigarette lighter, exceptionally comfortable individual front seats (with rubber diaphragms cushioned with foam rubber), and a fully carpeted boot which has a capacity of 16 cub. ft.

(*Continued on following page*)

Get up and go

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NEW MODELS FOR 1963

(*Continued*)

The Sceptre has dual headlamps, and the close-ratio gearbox has a sports-type, floor-mounted lever. A feature of the saloon is its full-vision windscreen, which has pronounced double curvature. The car is an important addition to the Rootes Group Humber range, which also includes the 2,267 c.c. 4-cylinder Hawk (£1,058) and the 2,965 c.c. 6-cylinder Super Snipe (£1,354). According to my records the smallest Humber ever made was the 9/28 model, which went out of production in 1930.

Ford's new Cortina Super is intended for motorists who, while impressed by the virtues of the 1,200-c.c. model, " feel a need for even better performance and appointment." I quote a Ford spokesman. Sir Patrick Hennessy, Ford chairman, told me over lunch the other day: " The Super has more power and flexibility and a higher grade of trim and finish." That is a modest appraisal.

The car's more punchy power plant is the 1,499-c.c. unit with five-bearing crankshaft first used to re-engine the Classic and Capri. It develops 64 b.h.p. at 4,600 r.p.m., takes the car from rest to 60 m.p.h. in 18 secs., gives a top speed of over 80 m.p.h., offers an unfussy cruising speed of 70 or more and with a touring fuel consumption of better than 30 miles to the gallon is easy on the purse.

Just before Christmas Ford lent me one of the new Cortina Supers to make a reconnaissance of the trickiest sections of this year's Monte Carlo rally route. We hit a lot of snow and ice, and I was most impressed by the workmanlike way in which the new car coped with very difficult driving conditions. It gave a sure-footed performance over icy roads littered by damaged cars and trucks which had spun or slithered off the highway.

On those sections of my route where the conditions were better and high speeds possible I made full use of the Super's high top ratio in cruising for mile after mile at speeds around 75 m.p.h. The new engine does its work smoothly and quietly, and compared with the 1,200-c.c. Cortina, top gear acceleration in the 30-60 m.p.h. range is much livelier. Externally the Cortina Super is recognisable by twin side flashes and window cappings in bright metal. Inside there is a higher standard of finish, with thick carpets, new-style seating and a choice of duo-tone colours. Leather upholstery is optionally available.

Customers are offered two- or four-door versions, and as an alternative to the standard bench-type front seats and steering-column gear-shift a floor-mounted lever and bucket seats are available at no extra cost. There is no extra charge if buyers prefer a second matching colour for the roof. Standard equipment includes a heater (which helped to give me a comfortable journey during my Alpine test), a manually controlled screen washer which never let me down in spite of hard use, a cigarette lighter and twin-tone horns.

The Ford Cortina Super has a 1½-litre engine

Left : Individual reclining front seats, with Reutter mechanisms, are offered as optional extras on the Ford Zodiac. Price £55.11.8 with tax. The squabs can be adjusted to any position between upright to fully reclined to the level of the rear seat cushion

At Monte Carlo I met Mr. Syd Henson, Ford's new competitions manager, who was supervising intensive practice by his rally team over the vital section of the " Monte " route between Chambery and Monaco. He confided that the new Cortina's 1½-litre engine is being developed to produce " more than twice its standard power " for racing and rallying. That means at least 130 b.h.p.!

Sir Patrick Hennessy told me at our London lunch that the 1·2-litre Cortina has replaced his Anglia as Britain's best-selling car in world markets. In little more than three months after having been launched nearly 67,000 Cortinas were sold.

The Arctic weather provided the worst possible conditions for road-testing a small sports car, yet I enjoyed every one of the hundreds of miles I travelled in the Triumph Spitfire, which I had not driven since I carried out a brief handling test at the time of its Motor Show announcement. The Spitfire showed very good manners on the icy, snow-bound roads, and whenever I was able to put my foot down on clear stretches of highway I received ample confirmation of my earlier impression that here is a car with exceptionally good road-holding.

The Spitfire is basically a sports two-seater version of the Triumph Herald 1,200, but the 1,147 c.c., 4-cylinder engine has twin carburettors and gives 63 b.h.p. at 5,750 r.p.m. Standard-Triumph's new sports car uses the same transmission and fully independent suspension system as the Herald, but the chassis has been modified for the kind of performance expected from a lively two-seater, and the Michelotti-styled body is of welded steel construction with an impressively small frontal area.

Top speed is better than 90 m.p.h. and the sample I tried out consistently got up to 50 m.p.h. from a standing start in 12 secs. The four-speed gear-box worked most co-operatively with the Spitfire's lively little engine and the central change lever is conveniently placed, but I think the gap between second and third gears is rather wide. Another small criticism is that, even making allowance for the cold weather, the engine was slow warming up, though it always started easily even after being left in the open on a frosty night.

The Spitfire is a compact little car with no pretence to anything more than luggage space behind the two bucket seats; and the well-fitting, easily handled hood combines with the winding windows and efficient heater to give snug bad-weather motoring.

It must be said, however, that with the hood up a tall driver has to sit well down in his seat to see properly through the windscreen. The brakes, including discs at the front, did their job well, always slowing the car in a straight line. My overall petrol mileage worked out at about 32 to the gallon, but with normal driving a touring consumption of more than 35 can be relied on. The Spitfire now costs £641 (including £111 tax) which, thanks to Mr. Maudling, is £89 cheaper than when the car was announced last October.

The Triumph Spitfire 4 sports car

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IN QUEST OF GOOD HOTELS

ADVICE BY ASHLEY COURTENAY

Letters, accompanied by a stamped, addressed envelope for reply, should be addressed to him c/o The Editor, THE SPHERE, *Ingram House, 13-15, John Adam Street, London, W.C.2.*

AN INN, our dictionary tells us, is "a public house for the lodging and entertaining of travellers, wayfarers, etc." It also covers "a hostelry or hotel," while A GUEST HOUSE we read is "an inn" also "a house or apartment for the reception of strangers or guests."

AN HOTEL is defined as "an inn; especially one of a superior kind."

What a confusion of terms! Fortunately we are usually able to deduce from our correspondents' letters the size and style of accommodation that is sought, whether they write of inn, hotel or guest house.

The seasons, the social calendar, scholastic occasion, sporting events, all have their bearing on the contents of our daily mail bag.

In January, because the demand invariably exceeds the supply, we are bombarded with family holiday inquiries which, of necessity, have to be taken in the summer school holiday period, viz.: the last week in July until the second week of September.

May we interrupt our chain of thought to put in a plea to all who do not have to take their holidays during those weeks to switch to the first two weeks of July which, curiously enough, are so often neglected by the holiday-going public?

So this week we must concentrate on a few of those hotels which have a strong holiday family aspect.

Torquay—Grand Hotel: No need to publicise the many attractions of this ever popular, all season resort, but we do feel that *The Grand*, though large, may seem to some too grandiose. Not a bit of it. There's a strong family directive. Many of the staff are as wedded to *The Grand* as their regular family visitors, and the latter return year after year because there is so much laid on for every member of the family. Squash Courts, Golf, Tennis, Billiards, Dancing and children's playground; all at no additional charge and, just across the road, sands and an inviting sea.

In all holiday seasons a giant game of General Post starts up—the Northerners come south—Westerners go east, and vice versa. Wherever you may live, consider the family holiday aspect of the *Atholl Palace Hotel, Pitlochry*. The town is a splendid centre for Highland touring and the hotel brochure outlines 14 different daily trips ranging from 38 to 180 miles. The hotel itself has of recent years reverted to its former policy of providing self-contained family holidays that are fully competitive with those of higher graded hotels. Within the 46 acres of hotel grounds are a nine-hole approach golf course, two putting greens, six hard tennis courts and a natural swimming pool. Throughout the holiday season the hotel management organises sporting competitions on a weekly basis and a resident orchestra takes care of dancing nightly, with a concert on Sunday. An even more surprising amenity is that the hotel provides, for sailing enthusiasts, two yachts on nearby Loch Tummel.

Perhaps you are considering Cornwall? Here's an hotel away off the beaten track, yet readily accessible and tailor-made for a self-contained family holiday. It is the *Budock Vean Hotel*, just outside the village of Mawnan Smith, seven miles from Falmouth.

Tucked away in a network of byways, the entrance gates lie off the narrow lane that leads to Port Navas, where will be found the Duchy of Cornwall's oyster beds.

Budock Vean Hotel has grown from a Manor House to a 40-bedroom establishment, 33 having their private bathrooms. This alone is an indication that it is an hotel of the first grade, yet there is much more than meets the immediate eye—indoors, a heated swimming pool and an outsize in games rooms—75 ft. by 30 ft.—takes care of inclement weather; while modern kitchens, baronial style restaurant and cocktail bar provide the background and setting for dancing, dining and social conviviality.

Out of doors—the climate is notoriously mild in the winter months—is a nine-hole golf course in the extensive hotel grounds, tennis courts, boating, bathing and fishing, while as an anchorage for yachtsmen Budock Vean and the Fal need no introduction.

To write in January about Budock Vean makes me feel ready now for the holiday spring-board.

From the balmy climate and sub-tropical foliage of South Cornwall we will switch to the bracing, dry climate of the Yorkshire and East Anglian coast.

Take the Scarborough area first. No hotel is better equipped for family holidays than the *Royal* which, for many years, has been Mr. and Mrs. Tom Laughton's pride and joy. Whether your family embraces tots, toddlers or teenagers, everybody is catered for in full measure. There will be found a large nursery with an experienced nurse, with nursery dining room adjoining, a visitors' washing and pressing room and a pram-garage. For teenagers, a galaxy of interests abound. Fine sands, good bathing, boating, fishing, while for an evening apart from a games room, nightly dancing contributes to the holiday gaiety.

From a catering angle, parents need have no qualms. *The Royal* has fully upheld its name for daily catering. Menus offer a wide choice and portions are generous to cope with the appetite-creating air off the North Sea.

There is only one snag—the majority of the 158 bedrooms are bespoken from year to year, so if you are interested stake your claim now.

Ten miles north of Scarborough, perched on the moorland cliff face, is *Raven Hall Hotel*, Ravenscar. Here again a large proportion of holiday visitors return each year because it is so unique in position and amenities. With a wonderful panoramic coastal vista, stretching from Robin Hood's Bay to Filey Brig, it has as health-giving a position as one could wish for. The immediate focus of holiday life is the sparkling, filtrated and heated swimming pool, framed by glass screens acting as a windcheck and suntrap. Next, in the hotel grounds, comes the nine-hole golf course, hard tennis courts, bowling green and putting course. Indoors are billiards room, ballroom and cinema, with a resident host to arrange competitions, tournaments, treasure hunts and the like.

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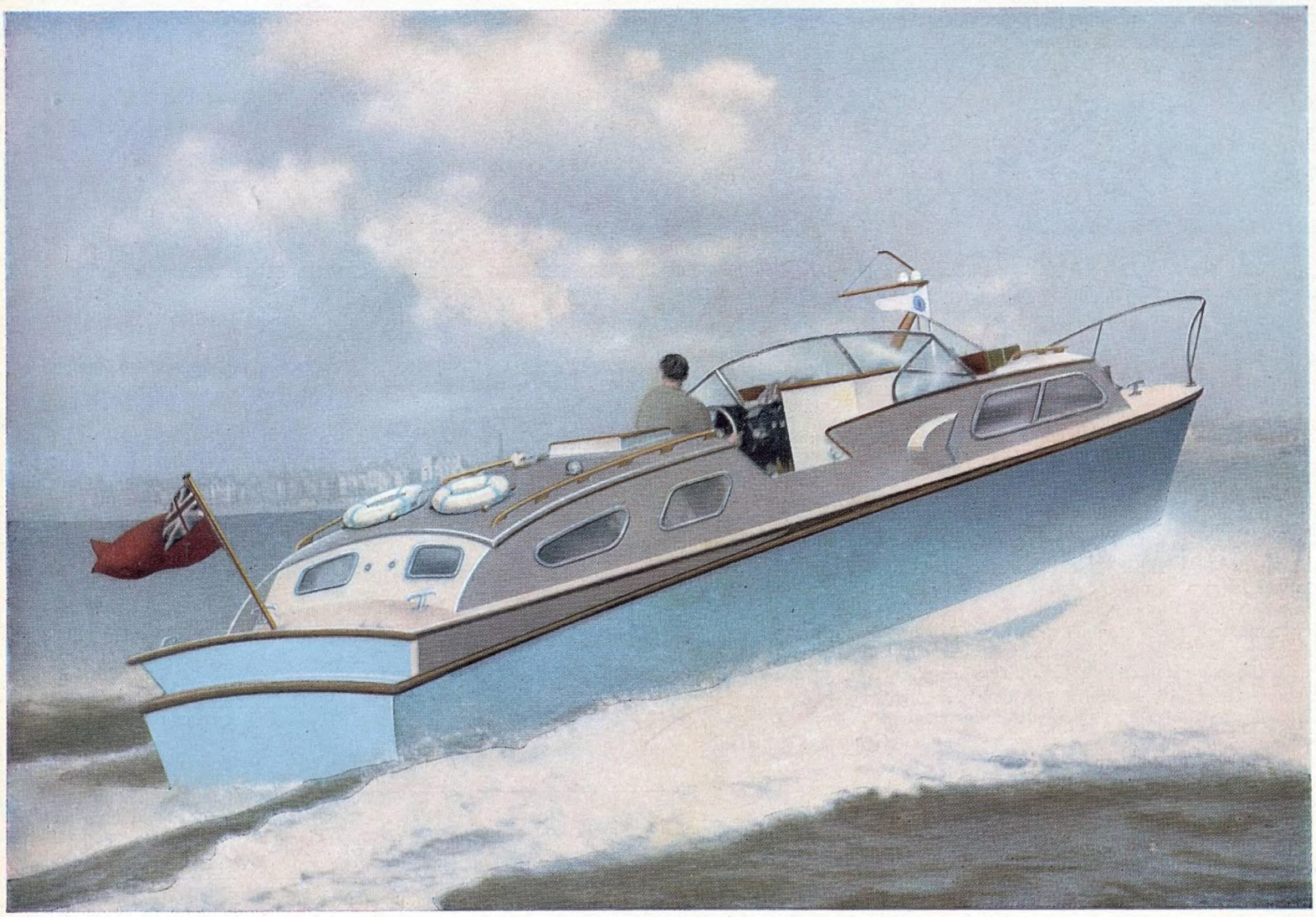

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